

Appendix

E

PUBLIC INVOLVEMENT





The study to determine how best to accommodate increasing freight and passenger rail traffic through Springfield.

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For more information

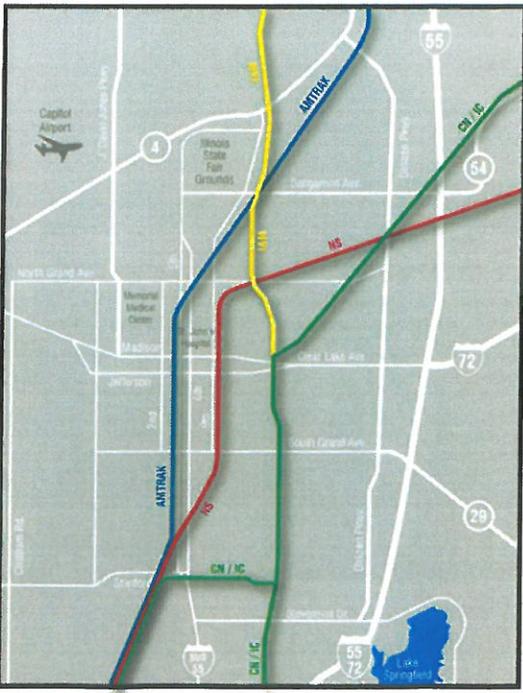
www.springfieldrailroad.com
info@springfieldrailroad.com
 1-877-552-5505

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Study Map

The limits of the study are Stanford Avenue on the south and Sangamon Avenue on the north.



New study looks at feasible options for managing rail traffic through Springfield

Springfield is a city that grew up around its rail lines and was, at one time, an important railroad junction. Almost all of the people and goods coming into and out of the City were carried by rail. The situation at the beginning of the Twenty-first Century is vastly different. The City has significantly fewer rail lines; people arrive mostly by car or plane; and almost all of the products sold or used in Springfield move by truck.

A vestige of Springfield’s rail-centric past is that there are currently three north-south railroad corridors that run through the City. Generally speaking, these corridors are Third Street, Tenth Street and Nineteenth Street. All of these corridors create physical and psychological barriers in the neighborhoods they divide. Roadway-railroad at-grade crossings are, by definition, hazardous intersections. There are currently 73 at-grade crossings in the study area, which create traffic congestion and safety issues when they are blocked by trains.

In the next 10 years, railroad traffic through the City of Springfield could more than double.

This means more traffic delays where the rail lines cross local streets, increased safety risks, and more noise and vibration along the rail corridors. For some areas, it could mean disturbances to residential life as well as to business operations and productivity.

The increase in rail traffic is due in part because Union Pacific Railroad plans to construct a new intermodal rail yard near Joliet. If Union Pacific’s business grows as the company hopes, there will eventually be up to 22 freight trains on its Third Street line each day. Additionally, the Illinois Department of Transportation (IDOT) has applied for federal funding to construct a high speed (110 mph) rail line from Chicago to St. Louis that will pass through Springfield, also on the Third Street track. The combination of these 18 passenger trains with Union Pacific’s freight trains will require a second track on Third Street to accommodate a total of 40 trains per day.

The City of Springfield and Sangamon County are conducting

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Study Team

Hanson Professional Services Inc. is leading the Springfield Railroad Corridor Study. It is responsible for developing and assessing different alternatives that can best address increasing freight and passenger rail traffic through Springfield. Hanson and its study team members have the necessary professional qualifications and certifications to prepare an Environmental Impact Statement, which is what this railroad corridor study likely requires.

Hanson has retained **Vector Communications Corporation**, a public engagement and communications consulting firm, to lead the study's community involvement and outreach efforts. Vector will help ensure that there are open lines of communication between the study team and the public so that residents, business owners and elected officials can give their input throughout the study.

Other members of the study team are listed below:

Springfield-Sangamon County Regional Planning Commission is performing traffic analysis.

Campbell Technology Corporation is conducting train crossing safety studies.

RDG Planning and Design is preparing corridor redevelopment analysis.

Harris Miller Miller & Hanson Inc. is conducting noise and vibration analyses.

Fever River Research is completing historic structure and archaeological studies.

Railroad study is Environmental Impact Statement, follows detailed federal guidelines

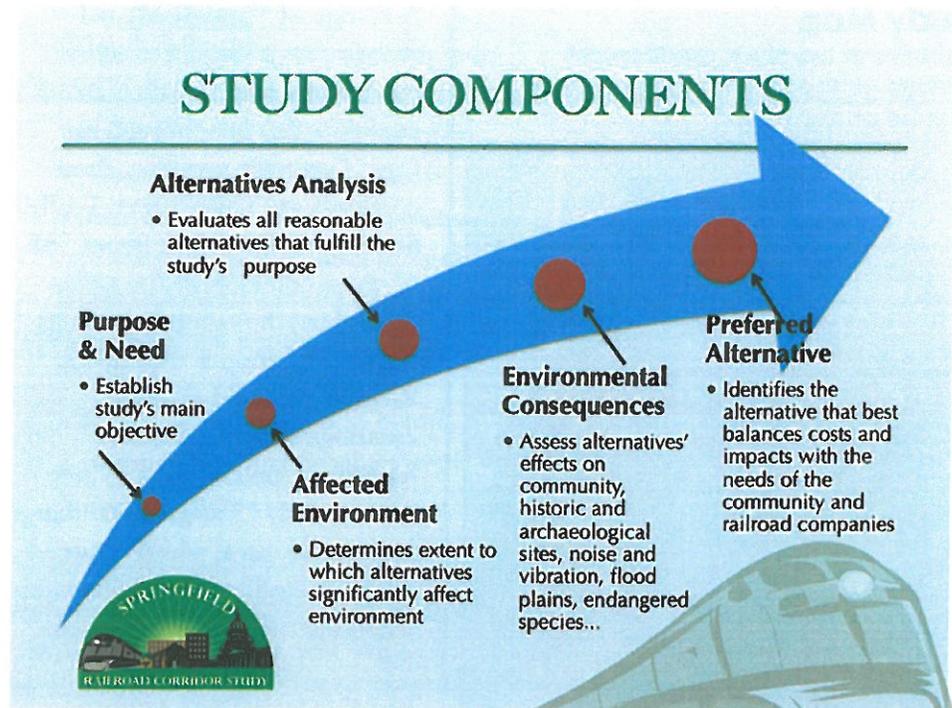
The Springfield Railroad Corridor Study is distinct from previous railroad studies in that it is an Environmental Impact Statement or EIS. As part of the EIS, the study team will evaluate reasonable alternatives that meet the project's purpose and need for accommodating increasing rail traffic through Springfield.

The study will assess the costs, benefits and environmental impacts of each of the final study alternatives to determine which one is most reasonable. The final result will be the recommendation of a preferred alternative that respects the environment; considers public safety and mobility; and complements community goals and plans.

This recommendation will be presented as an EIS, which includes the environmental documentation,

and an engineering report. It will be submitted to the Federal Railroad Administration (FRA), the lead federal agency for the study. The FRA will determine which alternative gets selected and built. However, even though the FRA will select the alternative that should be built, it cannot force the railroads to relocate their train traffic to different tracks if they do not choose to do so.

The entire study is guided by protocols established under the National Environmental Policy Act (NEPA). These protocols require the study to have five primary components: purpose and need, affected environment, alternatives analysis, environmental consequences and preferred alternative. A brief description of each is provided below.



Current and future rail traffic conditions

The anticipated increases in freight and passenger rail traffic in the next 10 years could mean an increase of approximately 35-40 trains a day passing through Springfield. The chart

titled Train Traffic, below, shows the current and projected rail traffic along the Union Pacific (3rd Street), Norfolk Southern (10th Street), and Canadian National (19th Street) corridors.

Train Traffic*

Railroads	Current 2010 Traffic	Projected 2020 Traffic
Union Pacific (3rd Street Corridor)	10 Passenger 5 Freight	18 Passenger 22 Freight
Norfolk Southern (10th Street Corridor)	16 Freight	24 Freight
Canadian National (19th Street Corridor)	4 Freight	8 Freight
TOTAL	35 Trains	72 Trains

* Rail traffic can vary on a daily and seasonal basis.

With the increase in rail traffic, comes a significant increase in the amount of time vehicles are delayed at train crossings. Currently, vehicles spend 13,800 minutes per day, or 230 hours, delayed at railroad crossings in Springfield. With the projected increases in train traffic, vehicles will likely spend 36,000 minutes delayed at rail crossings. This could mean that in 2020, vehicles would spend almost 600 hours per day waiting at railroad crossings; almost triple the current delay.



New study looks at a all feasible options

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the new Springfield Railroad Corridor Study to determine how best to manage the city's growing freight and passenger rail traffic. The study, which is being funded by IDOT, will evaluate the possible environmental, social and economic impacts of different alternatives for accommodating the traffic. Alternatives found to be feasible and prudent will have their benefits and costs analyzed and shared with the public. The public will have an opportunity to identify its preferences, which will be considered by the study team as it works to select a preferred alternative. At a minimum, the team has agreed to study the following two alternatives:

- *Double track Third Street, or*
- *Move the Third Street and possibly the Nineteenth Street trains to Tenth Street and consolidate all of the rail traffic into one corridor.*

Locating all of the trains along the Tenth Street corridor would require a total of three to five tracks to handle the increased rail traffic. The team will also consider other feasible alternatives.

At the study's conclusion, a preferred alternative that balances costs and impacts with the needs of the community and railroad companies, will be recommended. This alternative

will be described in detail in an engineering report and an environmental document. If the alternative is approved by the Federal Railroad Administration (FRA), the City will be in a position to apply for funding to finance the alternative's final design and land acquisition.

The study should be completed by mid 2011. Although it is focused on the area between Stanford Avenue (on the south) and Sangamon Avenue (on the north), anyone who is interested in or impacted by its activities is encouraged to get involved. An extensive public involvement program is offering numerous opportunities for citizens to provide their input and stay informed.



Springfield Railroad Corridor Study
c/o Vector Communications
701 N. 15th Street
Mailbox 43
St. Louis, MO 63103

April 20th Open House great opportunity to learn more and share your thoughts

From 4:00 p.m. until 7:00 p.m. on Tuesday, April 20, 2010 at the Prairie Capital Convention Center, interested citizens and business people will be able to meet the study team to learn about the study's activities and findings to date. Although there will be no formal presentation, various stations will be staffed by team members who will share information on the study's environmental efforts, traffic studies, public safety data, noise

and vibration analyses, corridor redevelopment ideas, and historic structure assessments. In addition, the open house will have a station dedicated to public feedback where team members will ask participants about their rail traffic concerns, desired corridor or neighborhood improvements, and community values. Those who attend will also be encouraged to complete a comment form about their open house experience.

Please come out to get involved and give the study team your input. You may come anytime during the three-hour period. All are welcome.

Tuesday, April 20
4:00 p.m. - 7:00 p.m.

Come anytime, there is no formal presentation

**Prairie Capital
Convention Center ***
1 Convention Center Plaza
Springfield, IL 62701

**This facility is
ADA accessible.*

Unable to attend the open house? Participate in a **webinar** - a facilitated presentation via the Internet. By participating in the webinar, you will have an opportunity to view the information that was presented at the open house as well as to ask questions of the study team. **Visit the website to register for the webinar** - www.springfieldrailroad.com.



Summer 2010, Issue 2

The study to determine how best to accommodate increasing freight and passenger rail traffic through Springfield.

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 info@springfieldrailroad.com
 1-877-552-5505

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Preliminary Alternatives

The Springfield Railroad Corridor Study Team has reviewed the input received from the initial public engagement activities and has been developing and refining various alternatives. Study alternatives include the double-tracking of Third Street, moving the Third Street tracks to Tenth Street, moving the Third and Nineteenth Street tracks to Tenth Street, and moving freight rail traffic out of the City.

These general alternatives have been further refined by adding grade separations and street closures at various cross streets, and possibly adding quiet zones. Quiet zones are areas that trains can pass through without the use of their horns. The Study Team is assessing the impacts of these alternatives, including residential and commercial displacements, new right-of-way needs, environmental impacts and costs.

Public Engagement Update

Community Presentations

During the first half of this year, the Study Team made 30 presentations to advisory, neighborhood, civic and business groups across the Springfield community. Working together, the team's technical experts and public engagement specialists have used the presentations to explain the study's purpose, process, activities and findings to interested citizens and community stakeholders. More than 1,000 citizens have attended these presentations, where they have learned about the implications of Springfield's increasing freight and passenger rail traffic. Reaching such a large

number of people would not have been possible without the support and assistance of the presentations' hosts.

To view a full list of the organizations that hosted the presentations, please visit the study website, www.springfieldrailroad.com, and click on Study Presentations and Meetings.

If you would like the Study Team to present to your organization or group, email us at info@springfieldrailroad.com or call us at 1-877-552-5505.



The study's first open house, held in April, was attended by almost 300 people.

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Public Open House

The first Springfield Railroad Corridor Study open house was held on Tuesday, April 20, 2010 from 4:00 p.m. to 7:00 p.m. at the Prairie Capital Convention Center. More than 290 people attended the public meeting: 1) to learn about the study's purpose and need, technical activities, engagement process, and deliverables; and 2) to share their community values, concerns and desires with the Study Team. As the first of three public meetings, the April open house provided a comprehensive introduction to the study's components, including environmental analysis, rail safety, traffic studies, noise and vibration, corridor redevelopment, historic structures and public engagement. Team members working in each of these areas met with attendees in small groups and responded to their questions and comments.

Comment Form Results

To capture public input in a more formal way, the Study Team asked attendees to complete a comment form and to visit a public input station where they could post their



A citizen completes a comment form.

thoughts about the study for all to see. A total of 108 comment forms were completed. Respondents, 86% of whom were city residents, indicated that they found the open house to be well planned

and worth their time. In addition, they characterized the study team as informative, helpful and prepared.

On the comment form's two open-ended questions, respondents were able to share a wider range of perspectives and opinions. **The first question asked what would make the study a success.** Ninety-one people answered this question and gave 21 different types of responses. Those that received the greatest support (in order of preference, with the last two bullets tied) included:

- Routing Springfield's rail (freight) traffic out of town,
- Having the study be conducted in a fair and neutral manner,
- Keeping the community informed of the study's activities and findings, and
- Locating rail traffic along the city's eastern corridors.

The second open-ended query simply asked for any additional comments or questions. Fifty-four people wrote their thoughts, generating 19 different types of responses. Those that received the most support (in order of preference, with the last three bullets tied) included:

- Concern about negative noise and vibration impacts,
- Appreciation for the study team's efforts to involve the community,
- Suggestions for keeping the public informed about the study,
- A desire to move rail (freight) traffic out of town, and
- Concern about the effects of increased rail traffic on public safety.

Public Input Station Findings

Many open house attendees not only completed comment forms, but also visited the public input station to answer questions about their study concerns, desires and values. Because some participants had strong affiliations with the Third Street, Tenth Street or Nineteenth Street railroad corridors, they were encouraged to direct their responses to the corridors they cared about most. They were also given an option of answering more broadly, which



Attendees answer public input questions at open house station.

involved providing responses that focused on the city as a whole. Presented on the following page are the responses to the three questions that were most cited. Responses by corridor can be viewed on the study's website.

Continued on pg 3

The Study Team received 186 responses to the first question posed at the public input station, which was, **“What concerns do you have about increasing rail traffic near where you live, work and play?”** Answers fell into 15 comment categories, with the top five categories of concern (in order of priority) focusing on:

- Compromised public safety,
- Damaging noise and vibration impacts,
- Traffic delays,
- Negative effects on the local economy, and
- Increased neighborhood division and destruction.



Participants view public comments.

The second question asked people to articulate their desires for railroad corridor and neighborhood improvement. A total of 200 responses were put forth and subsequently clustered into 16 different categories. The top four improvement desires (in order of priority) were:

- Spur economic development,
- Route train (freight) traffic outside of town,
- Increase green space and recreation options along the impacted corridors / neighborhoods, and
- Improve traffic flow.

The last question asked concerned the values attendees thought should inform the Study Team’s decision making on how best to accommodate Springfield’s increasing rail traffic. Respondents posted 171 comments, which revealed 22 different values. The values thought to be most important (in order of priority) were:

- Doing what is best for the local economy,
- Promoting public safety,
- Protecting and enhancing neighborhoods, and
- Improving traffic flow.

To view the open house meeting results and public input in greater detail, visit the study’s website at www.springfieldrailroad.com and click the Public Meetings /Open Houses link.

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Environmental Field Studies Update

Noise & Vibration Studies

The Study Team collected noise and vibration measurements along the study corridors in April. Over the past few months, this information has been downloaded into computer models that will be used to determine the projected noise and vibration impacts to nearby residences and commercial businesses. If these impacts are too great, noise reducing barriers and vibration dampening techniques may be warranted.

Historic Structures

One of our local Study Team members, Fever River Research, is completing the historic structure and archaeological documentation within the study area and is beginning to assemble its final report. This document will be used to identify protected structures and sites for avoidance purposes during our alternatives development.

Threatened & Endangered Species

Members of the Friends of Sangamon Valley contacted the Study Team earlier this spring about the possible presence of the state-threatened Franklin’s Ground Squirrel within the study area. Biologists from Hanson recently assisted the Friends of Sangamon Valley in their ongoing research and study of the ground squirrel. The Team learned about the preferred habitat of the ground squirrel in the Springfield area and even trapped a couple of ground squirrels for identification purposes. Hanson is currently surveying the study corridors for any preferred habitat that ground squirrels may be using for their colonies. The ground squirrels are one of the longest hibernating mammals and typically begin their hibernation towards the end of August and remain asleep until late April.



Franklin’s Ground Squirrel can be found in Springfield.



Springfield Railroad Corridor Study
c/o Vector Communications
701 N. 15th Street
Mailbox 43
St. Louis, MO 63103

Public Engagement Update continued from pg 3

Public Information Kiosks

The Study Team has four information kiosks that travel around the city providing information and background materials on the study. These unmanned exhibits are displayed at libraries, local shopping malls, area businesses, community churches and other places with high pedestrian traffic. To date, the kiosks have moved to eight different locations and helped to disseminate a variety of materials including project fact sheets, open house letters and study newsletters.



One kiosk was located at the Prairie Capital Convention Center.

If your group or organization would like to host a kiosk for one month, please contact the Study Team at 1-877-552-5505 or email us at info@springfieldrailroad.com.

Agency Involvement Update

We have received information that the Federal Railroad Administration and the Illinois Department of Transportation are engaged in the Springfield Railroad Corridor Study. The Study Team will provide these agencies with the information and alternatives that have been developed to date. We plan to schedule the next Public Open House upon their review of this information.



The study to determine how best to accommodate increasing freight and passenger rail traffic through Springfield.

Open House

Tuesday,
November 16

4:00 p.m. - 7:00 p.m.

Prairie Capital
Convention Center
1 Convention
Center Plaza
Springfield, IL 62701

For more information:
www.springfieldrailroad.com
Info@springfieldrailroad.com
1-877-552-5505

Second open house to present corridor alternatives for public input

The Springfield Railroad Corridor Study Team has spent the summer developing and analyzing preliminary alternatives that would address the city's increasing freight and passenger rail traffic, which is likely to double in the next 10 years. The study team, led by Hanson Professional Services Inc., has been charged with the task of assessing the environmental, social and economic impacts of various alternatives in order to recommend one alternative to the Federal Railroad Administration.

The alternatives being considered will be presented at an open house, **Tuesday, November 16**, from 4:00 – 7:00 p.m. at the **Prairie Capital Convention Center**. There will not be a formal presentation. Attendees can come any time between the hours listed. This facility is ADA accessible.

The alternatives, in addition to meeting the study's purpose of accommodating

increasing rail traffic through Springfield, are also being analyzed according to the following factors:

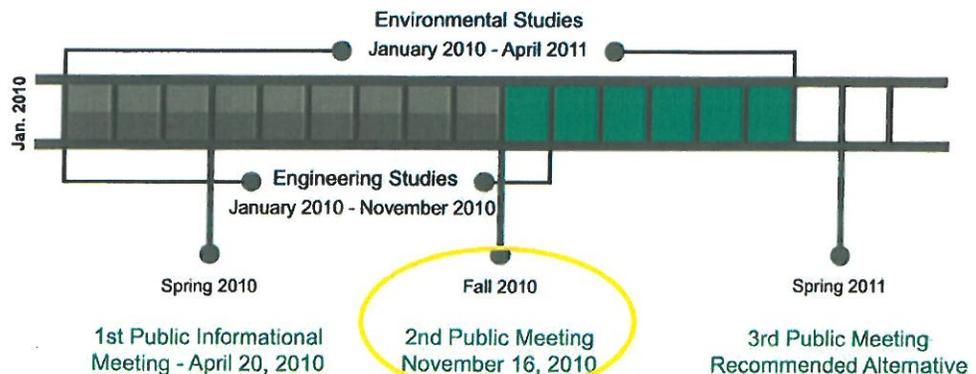
- Railroad companies' input
- Resource agency input
- Public input
- Environmental impacts
- Safety
- Traffic delay
- Cost

The recommended alternative must balance costs and impacts with the needs of the community and the railroad companies.

The November 16th open house is the prime opportunity for citizens to share their thoughts on the study alternatives. Attendees will have an opportunity to identify their preferences, which will be considered by the study team as it works to select a recommended alternative.

Project Schedule

(As of September 2010)





Springfield Railroad Corridor Study
c/o Vector Communications
701 N. 15th Street
Mailbox 43
St. Louis, MO 63103

NEXT OPEN HOUSE

**View preliminary
alternatives
and give your input!**

Tuesday, November 16

4:00 p.m. - 7:00 p.m.

Come anytime, there is no formal presentation

Prairie Capital Convention Center *

1 Convention Center Plaza
Springfield, IL 62701

**This facility is ADA accessible.*