

Manager's Report

Chicago – Milwaukee Intercity Passenger Rail Corridor



Community Development
Department



Environmental Assessment and Service Development Plan – Amtrak Hiawatha Service

Proposed Improvements

- Increase service from 7 to 10 round trips (3 more trips each way)
- Reduce travel times; potentially through increase in speed (n/a in Glenview)
- Environmental Assessment
 - Provides FRA, WisDOT, IDOT, local governments and public an understanding of impacts
 - Demonstrates compliance with federal environmental laws
- Service Development Plan
 - Demonstrate purpose and need for improvements
 - Describe analysis of alternatives
 - Demonstrate the operations and financial feasibility
 - Identify capital improvements necessary to support the added trips



Summary of Glenview's Concerns

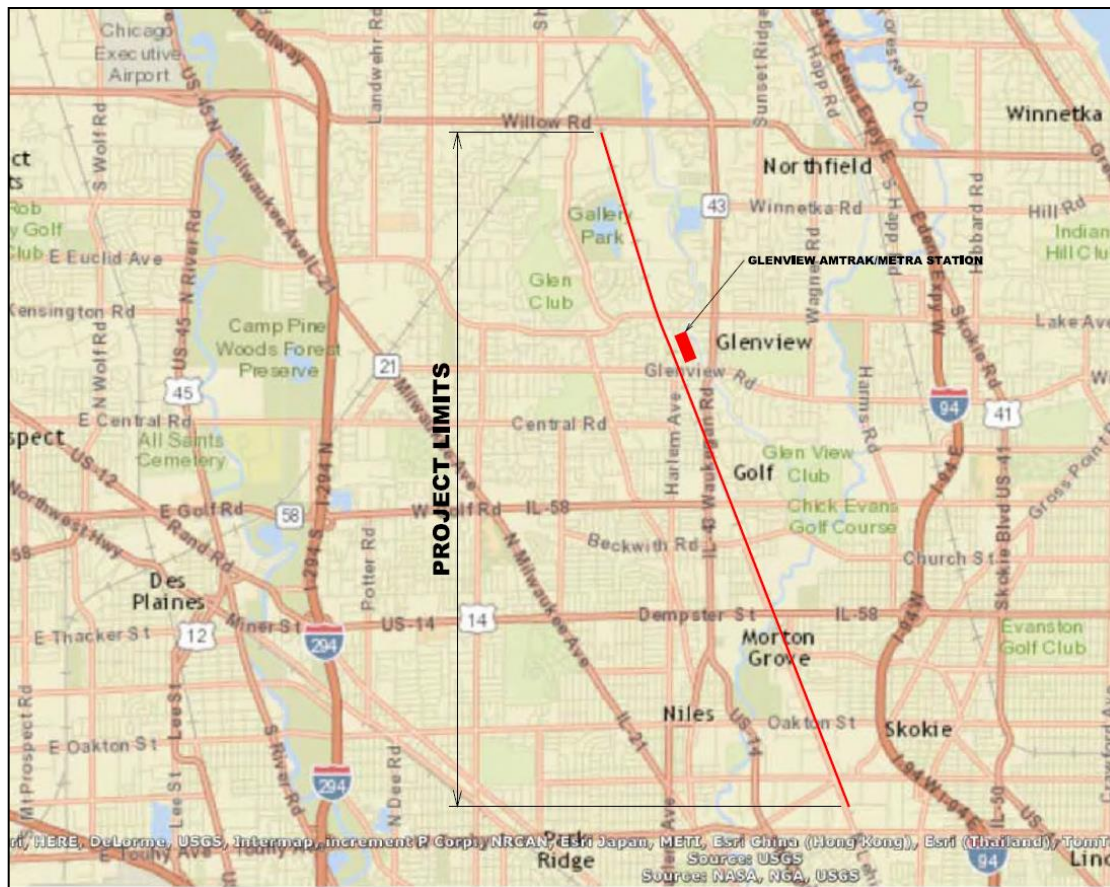
- New switch & crossover for Milw. District North tracks (south of Dewes Street)
 - Noise; work near predominantly residential area
- Track extension on UP tracks from West Lake to North of Willow
 - New tracks to west of existing two tracks; new 10-20 ft tall retaining wall
 - New single track Shermer Road Bridge (in addition to current 2-track bridge)
 - Noise; work near predominantly residential area; impacts to businesses
- Six new trains during various times of day
 - Impact on Glenview Road traffic back-ups; potentially move Amtrak to North Glen station
 - Noise from increased activity



Hiawatha Service facts

- One of the best on-time performance rates in the Amtrak system
- Financially supported by Wisconsin and Illinois
 - Operating support split is 75% Wisconsin, 25% Illinois
- 2013 ridership: 819,125; a 6.9% increase over 2008
- Highest ridership of any Amtrak service outside the east and west coasts
- Standing room only conditions on some peak trains
- Ridership has grown consistently over the past 10 years and has doubled since 2003

- Glenview Universal Crossover
 - Located south of Dewes Street in Glenview, IL
 - Provides operational flexibility for scheduling maintenance windows
 - Metra and CP concur with plans



Track crossover

Crossing timing modifications

Linneman

Henley

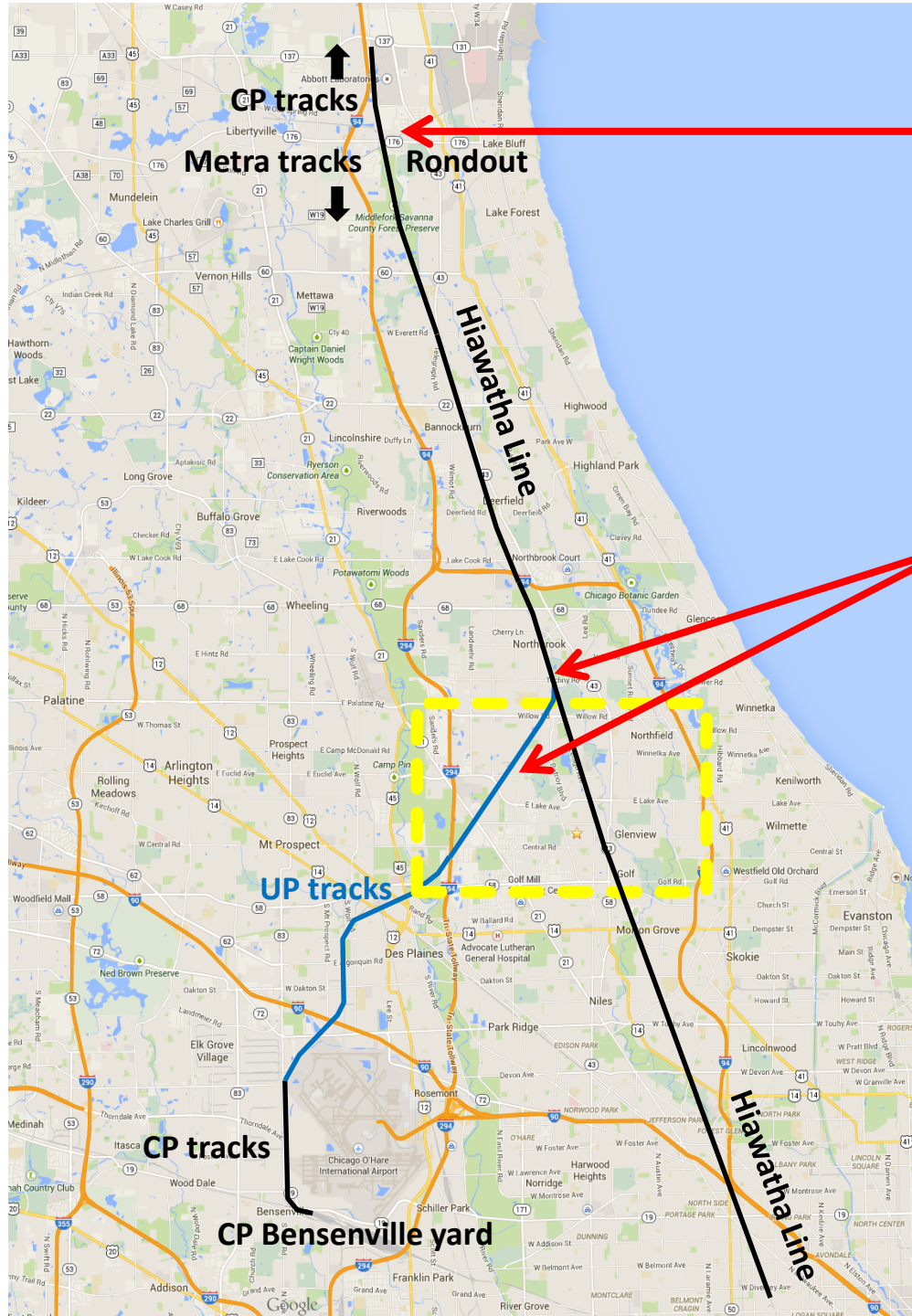
Dewes

Glenview Rd



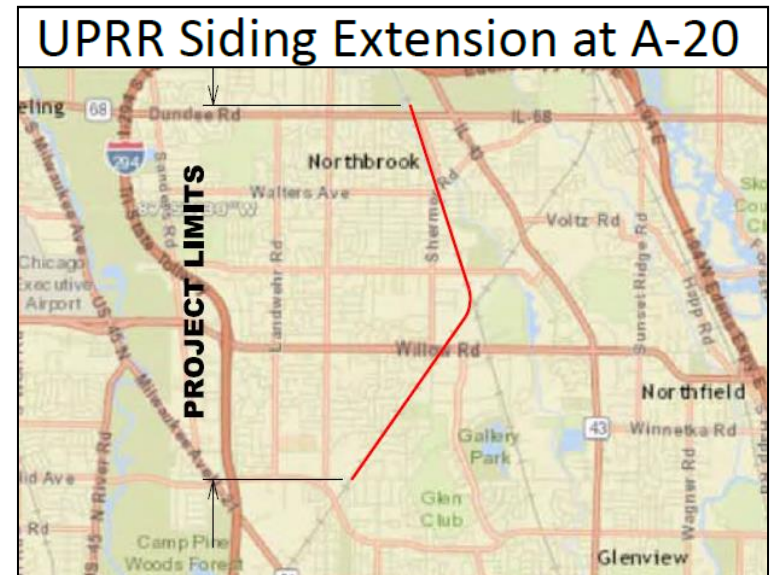
New track switches

Glenview Universal Crossover



CP trains (~25/day) park & wait north of Rondout until UP clears them across their tracks to CP's Bensenville yard – causes Metra/Amtrak delays

Proposed location (between Techy Rd in Northbrook and West Lake Ave in Glenview) for 10,000 ft long CP trains to park & wait until UP clears them to Bensenville yard



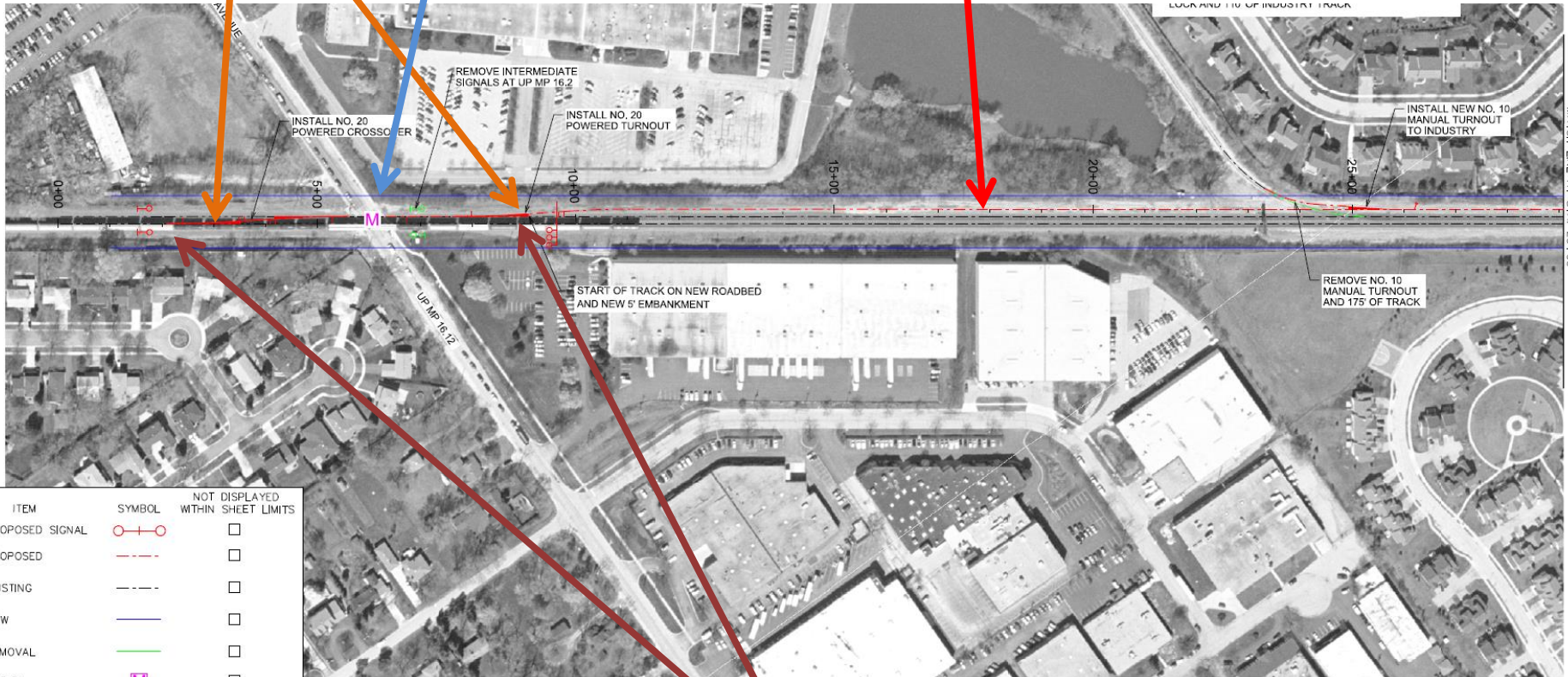
Track crossover

New track – 5ft embankment

West Lake

Crossing timing modifications

Winchester



ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL	○—○	□
PROPOSED	---	□
EXISTING	- - -	□
ROW	—	□
REMOVAL	—	□
MODIFY	M	□

New track switches

UPRR Siding Extension

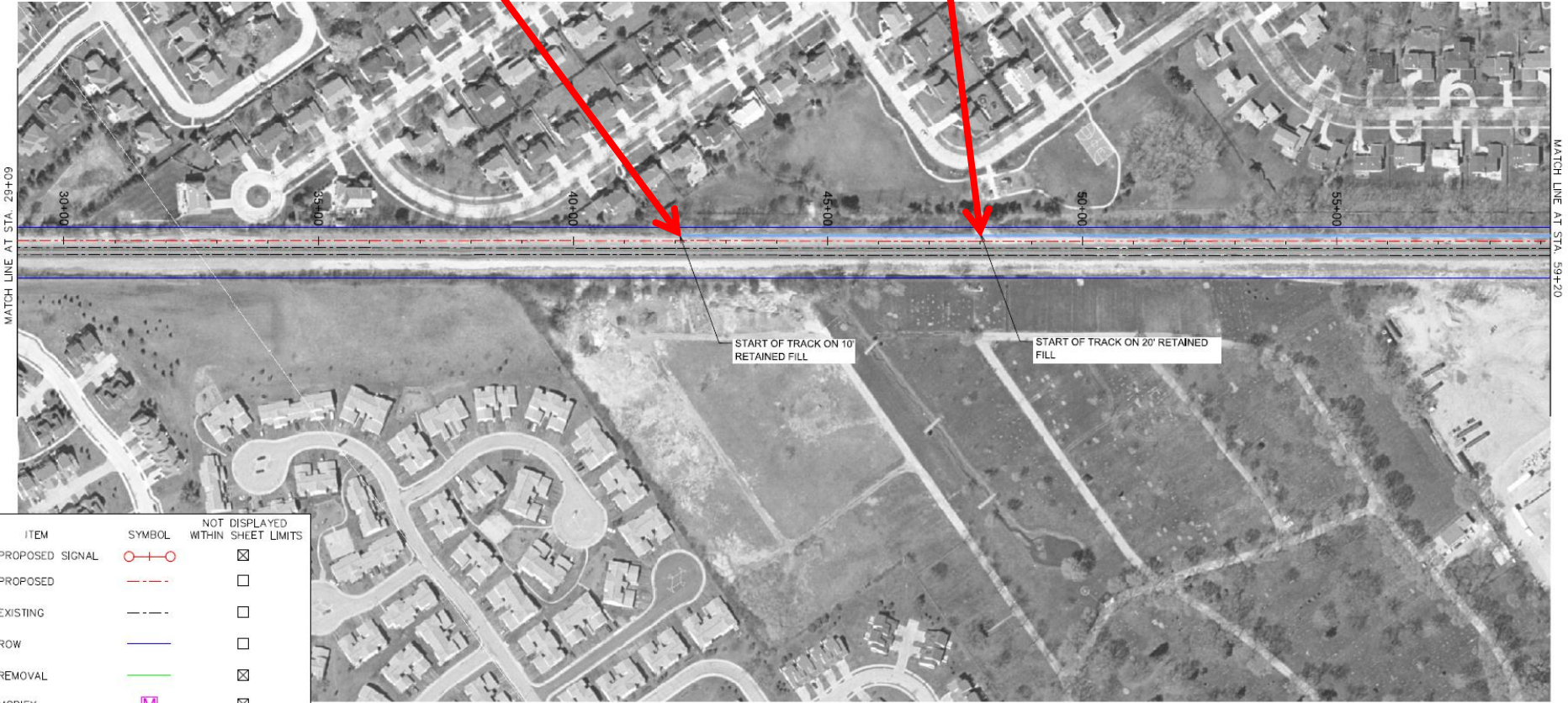
New track – 10ft retained fill

New track – 20ft retained fill

Glenlake

Barbara

Mary Kay



UPRR Siding Extension

New track – 20ft retained fill

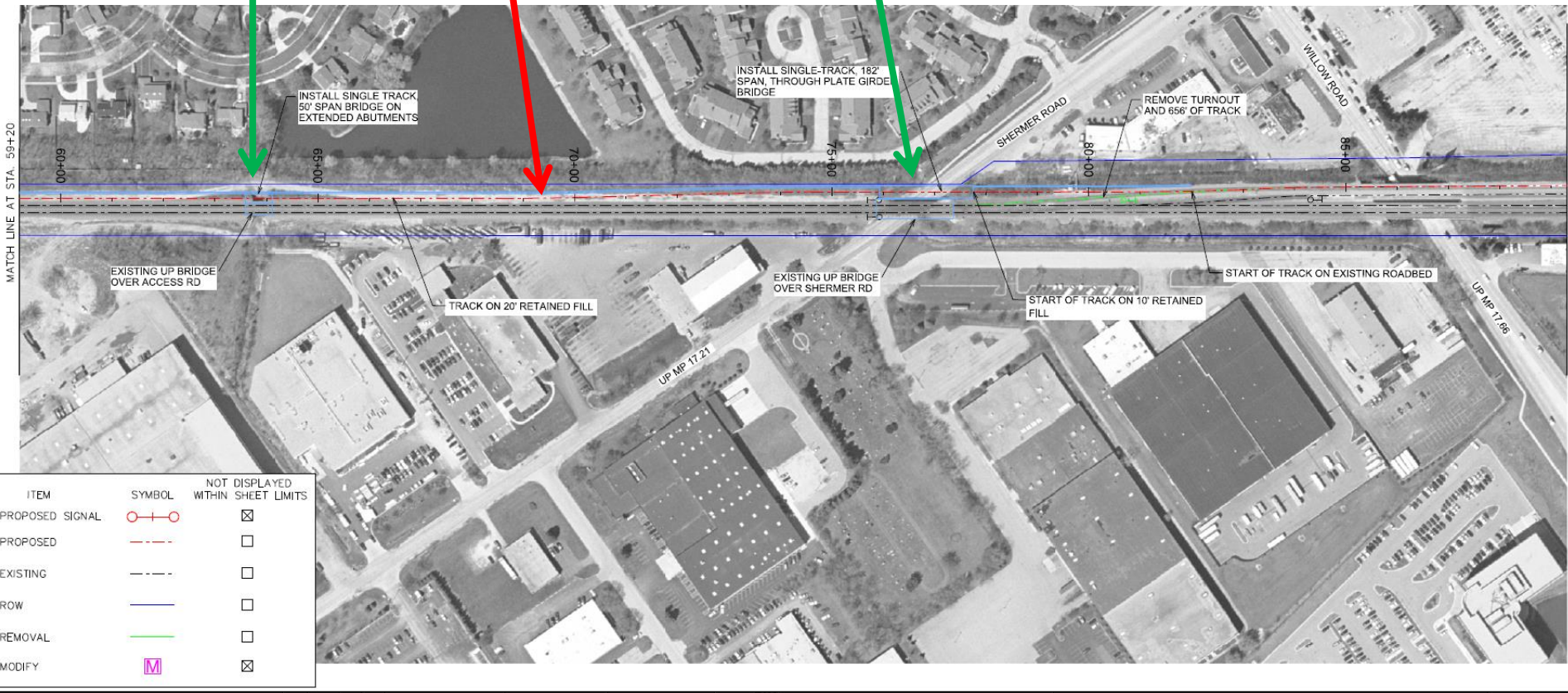
New single track bridge

New single track bridge

Princeton

Princeton


Willow
Shermer



UPRR Siding Extension

 Existing service - modified

 New service time

 Service eliminated

Proposed Chicago-Milwaukee 79 MPH Schedule

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	--	10:47	--	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:14	09:24	--	11:24	--	--	16:14	18:14	19:44	21:04	23:29
MARS	79	07:29	09:39	10:33	11:38	14:13	--	16:29	18:28	19:59	21:19	23:44
Milwaukee, WI	86	07:44	09:54	10:49	11:54	14:27	R15:55	16:44	18:45	20:16	21:34	00:01
Total Travel Time		1:29	1:29	1:24	1:29	1:22	1:40	1:29	1:37	1:31	1:29	1:31

R=Receive passengers only

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Milwaukee, WI	0	06:15	07:25	08:10	11:03	13:00	13:56	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:35	08:20	11:16	13:10	14:06	--	15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	07:49	08:34	--	13:24	14:20	--	15:24	18:09	20:52	23:06
Glenview, IL	69	07:25	08:26	09:11	--	14:01	14:57	D15:12	16:01	18:46	21:29	23:43
Chicago, IL	86	07:57	08:59	09:39	12:34	14:29	15:29	15:55	16:29	19:14	21:57	00:11
Total Travel Time		1:42	1:34	1:29	1:31	1:29	1:33	1:48	1:29	1:29	1:32	1:29

 D=Discharge passengers only

Proposed Schedule Changes

Tentative Project Schedule

Public Involvement Meeting



- Meeting (date/location tbd) in Spring/Summer 2015

Outline

- *Now – Consultant's reviewing Glenview's concerns*
- Incorporate impacts and mitigation into EA
- FRA, WisDOT, IDOT sign-off on EA – Spring 2015
- 30 day comment period on EA
- Public involvement meeting during 30 day period (June?)
- Comments incorporated into FONSI
- FONSI (Finding of No Significant Impacts) allows project to proceed for Federal funding for final design and construction

Glenview's Outreach Plan

General Public

- ❑ Set up webpage at www.glenview.il.us for project information and links
- ❑ Provide contact info so residents can forward comments to project leaders
- ❑ Notify local newspapers of proposed project
- ❑ Include an article in the Village newsletter
- ❑ Request additional project details & continue to participate in review process
- ❑ Request IL's public meeting be held in Glenview
- ❑ Formal resolution objecting to impacts on Glenview residents

Impacted Neighborhoods

- ❑ Mailer to adjacent neighborhoods
- ❑ Information meetings with Glenview staff (available upon request)

