

# Say NO to Parking Freight Trains in Our Neighborhoods

An aerial photograph of a suburban residential neighborhood. In the foreground, a freight train yard with multiple tracks runs diagonally across the frame. The surrounding area is densely packed with houses, many with dark roofs and light-colored siding. There are trees and some commercial buildings in the distance. The sky is clear and blue.

**PUBLIC FORUM**

- JAMES PATTERSON, Glenview Village President

**Thank you** to our  
legislators and  
public officials  
for hearing our voice



WELCOME

1

## Tonight's Agenda

1. Welcome
2. Rail Overview
3. Project Background
4. Community Concerns
5. Closing Remarks
6. Legislator Response



WELCOME

Say **NO** to  
parking  
freight  
trains

## Forum Goals

- Public education and awareness
- Hear community concerns
- Strengthen our resolve to mitigate negative impacts
- Help you learn how to express your concerns to project leaders and legislators

**NO Holding Track**

**2**

# **RAIL OVERVIEW**

separate freight and passenger rail service

- **LIBBY OGARD, Freight Transportation Expert (Prime Focus LLC)**

# RAIL NETWORK ENVY OF MODERN WORLD



# FREIGHT RAILROAD BENEFITS

- **Delivering Global Competitiveness** – Railroads haul approximately 1/3rd of all U.S. exports
- **Providing Affordable Freight Transport** – Rail rates fell from 1981-2014 - can now ship twice as much
- **Increasing Fuel Efficiency** - Railroads are 4 times more fuel-efficient than trucks
- **Lessening Highway Congestion** - A train can carry the freight of more than 400 hundred trucks

# CHICAGO'S RAIL PROBLEM

Chicago is the most densely-packed rail transfer point in the world, handling 33% of all US rail traffic and 60% of all US intermodal traffic

6 of the 7

largest rail carriers in North America access the Chicago area rail system.

30

hours on average, a train shipment spends traversing the Chicago region.

\$325 M

in extra inventory needed to be maintained in-transit by shippers every day to compensate for Chicago congestion.

1-12

average speed in MPH of freight trains in the Chicago area.





# FREIGHT | PASSENGER PROBLEM

## Shared Use Corridors Cannot Support Growth:

- 6 Class I railroads all meet in Chicago
- Amtrak Hiawatha/Empire Builder | Metra
- Complex multijurisdictional authorities complicate solutions

## Rail Congestion:

- Insufficient railroad capacity to move freight and people in a congested corridor
- Freight and passenger networks have different operational characteristics

# WHY HOLDING TRACKS ARE WRONG

- Freight train lengths increasing to 12,000' and longer to increase crew productivity – the Glenview holding track will be too short
- Train crews are the most expensive labor element. No railroad company wants to waste crew time waiting in holding tracks
- **Velocity is key** - Holding tracks not the long term solution to increasing rail capacity in a congested corridor

# SEPARATE FREIGHT & PASSENGER

## Possible Long-term Solutions

- Alternate 5 in EA – dedicated access from WI
- Davis Junction – access via Iowa Chicago Eastern RR
- Great Lakes Basin – proposed by-pass freight line



Alternate 5



Davis Junction



Great Lakes Basin

**NO Holding Track**

**3**

# **PROJECT BACKGROUND**

process details and project orientation

- **JEFF BRADY, Glenview Community Development Director**

Recognized as  
"Top 4 Transit Suburb"  
of Chicago by  
DePaul University

## GLENVIEW'S RAIL HISTORY

Glenview Road was  
center of civic activity  
back then,  
as it is today





## Amtrak – current trips:

- 14 Amtrak Hiawatha
- 2 Amtrak Empire Builder

# AMTRAK METRA | CP LINE

## Others – current trips:

- 61 Metra Milwaukee North Line
- 27 Canadian Pacific

# AMTRAK HIAWATHA PROPOSAL

\$195 million project to  
increase daily Amtrak  
Hiawatha service from  
the current  
14 trips to 20 trips



# ADDITIONAL 6 TRIPS

- 9:25 am express
- 7:07 pm
- 10:52 pm

← Outbound

## 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

- 8:26 am
- 2:57 pm
- 11:43 pm

← Inbound

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



# PROJECT STAKEHOLDERS

Who is benefiting from this proposal?

## Freight Rail

**CANADIAN  
PACIFIC**



## Passenger Rail



**Metra**

## Transportation Agencies



**NO Holding Track**

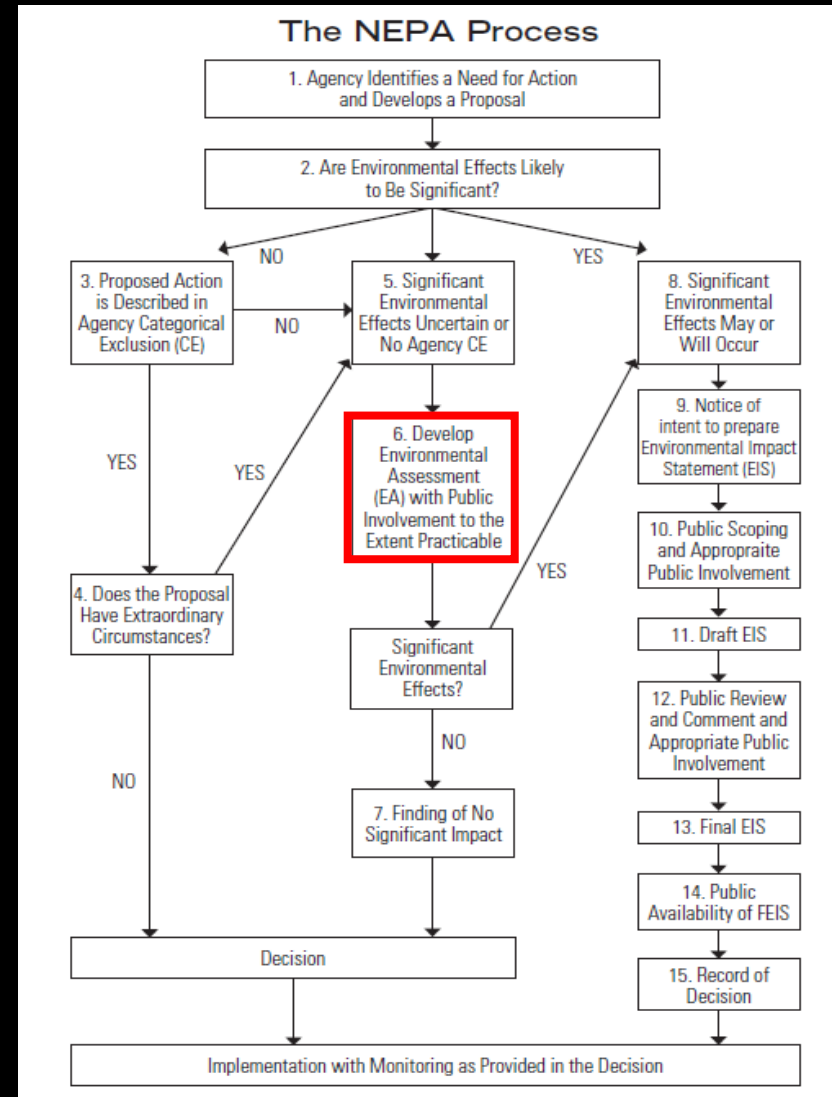
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# **PROCESS DETAILS**

## National Environmental Policy Act

### How is the Federal Government regulating this proposal?

- Requires agencies to undertake assessment of environmental effects of proposed actions
- Supposed to ensure better informed decisions and citizen involvement





THE PURPOSE OF THIS EA IS TO IDENTIFY  
AND ADDRESS EXISTING AND FUTURE  
PASSENGER DEMAND FOR AMTRAK'S  
HIAWATHA SERVICE.



# Where in the process is this project?

- 1** | Release of EA – October 6, 2016
- 2** | Project's Public Meeting – November 2, 2016
- 3** | Release of revised EA – anticipated April 2018
- 4** | **2<sup>nd</sup> Project Public Meeting – April/May?**
- 5** | Project approval granted by FRA – Summer?

## Actions to Date:

- ❑ **October 18, 2016** – Board passed Resolution objecting
- ❑ **November 15, 2016** – objection filed to FRA
- ❑ **January 15, 2017** – 2nd objection filed to FRA
- ❑ Hosted 2 public information meetings
- ❑ Attended various events and neighborhood meetings
- ❑ Legislator coordination

# GLENVIEW'S OBJECTIONS



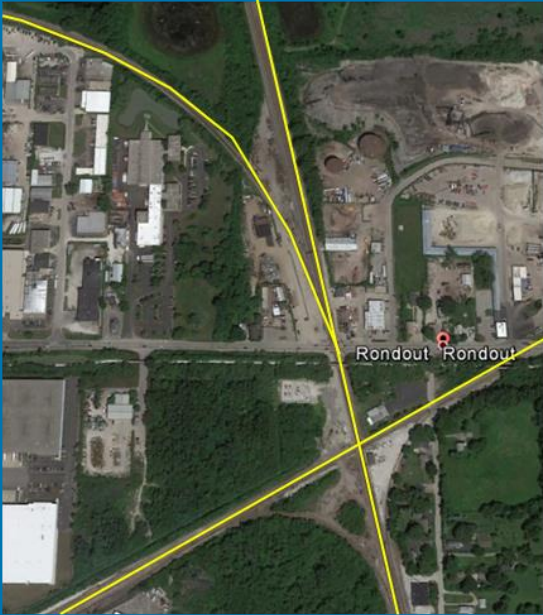
**NO Holding Track**

**3**

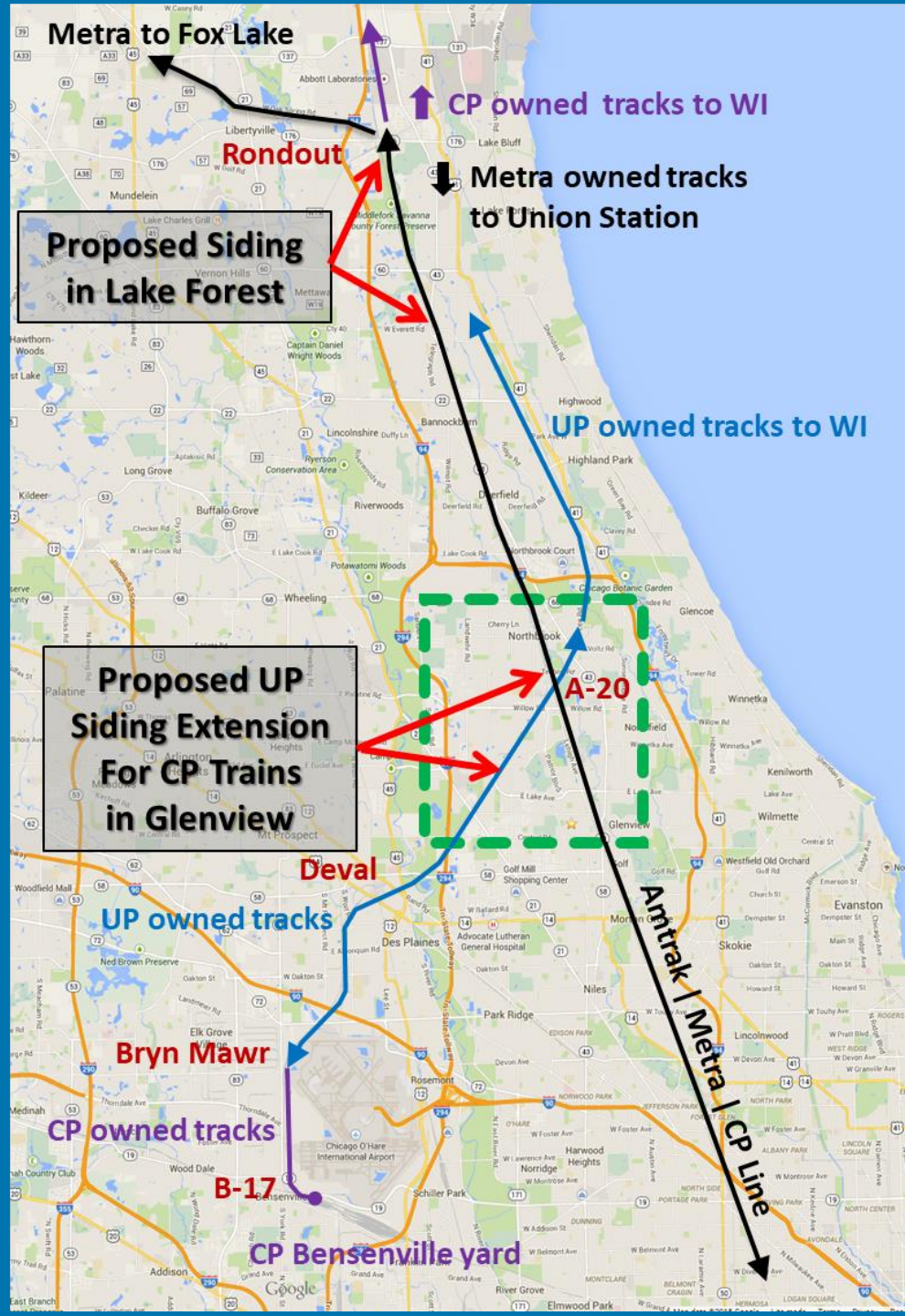
# **PROJECT ORIENTATION**

# REGIONAL TRAIN MAP

Rondout



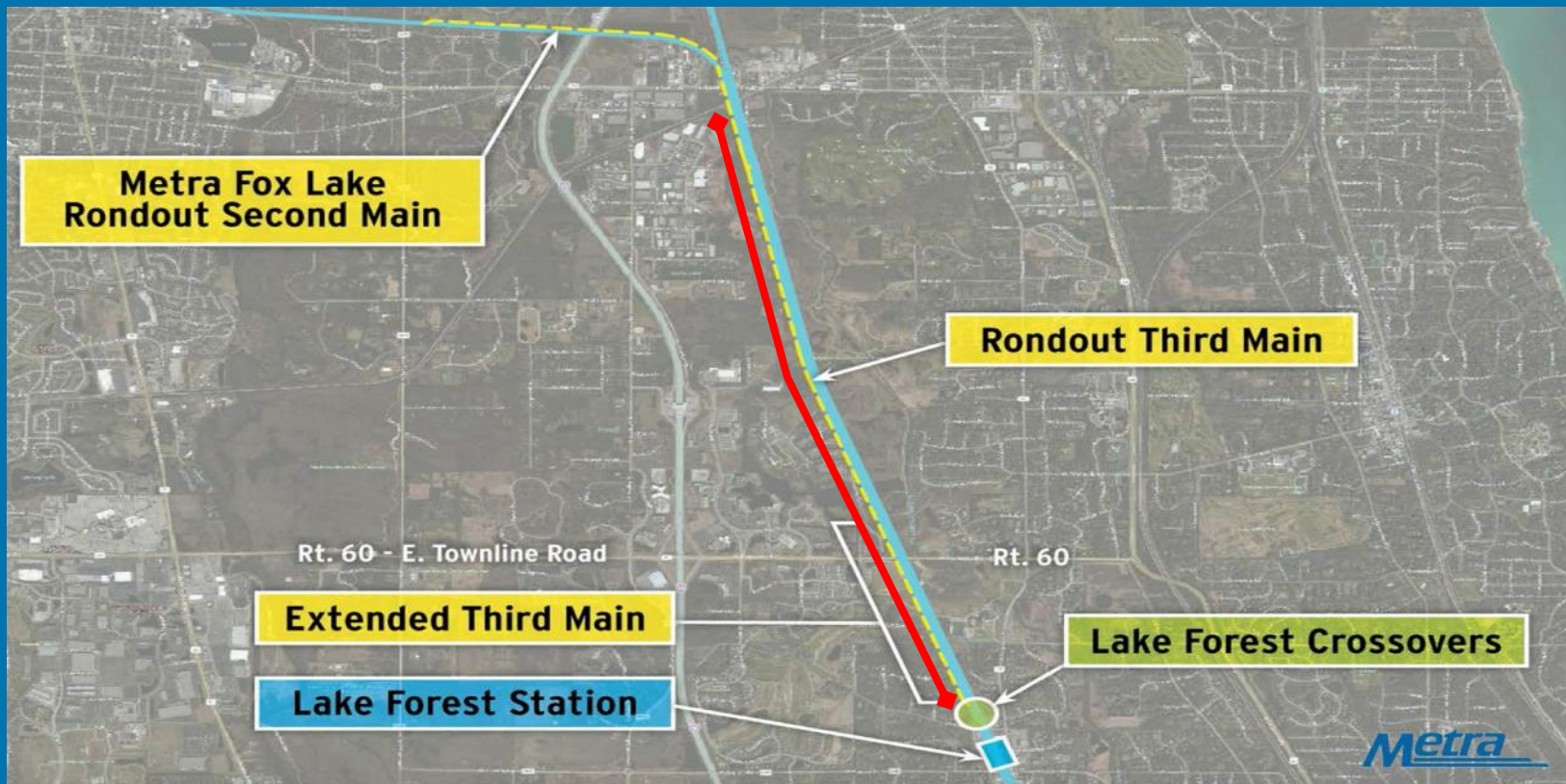
Deval





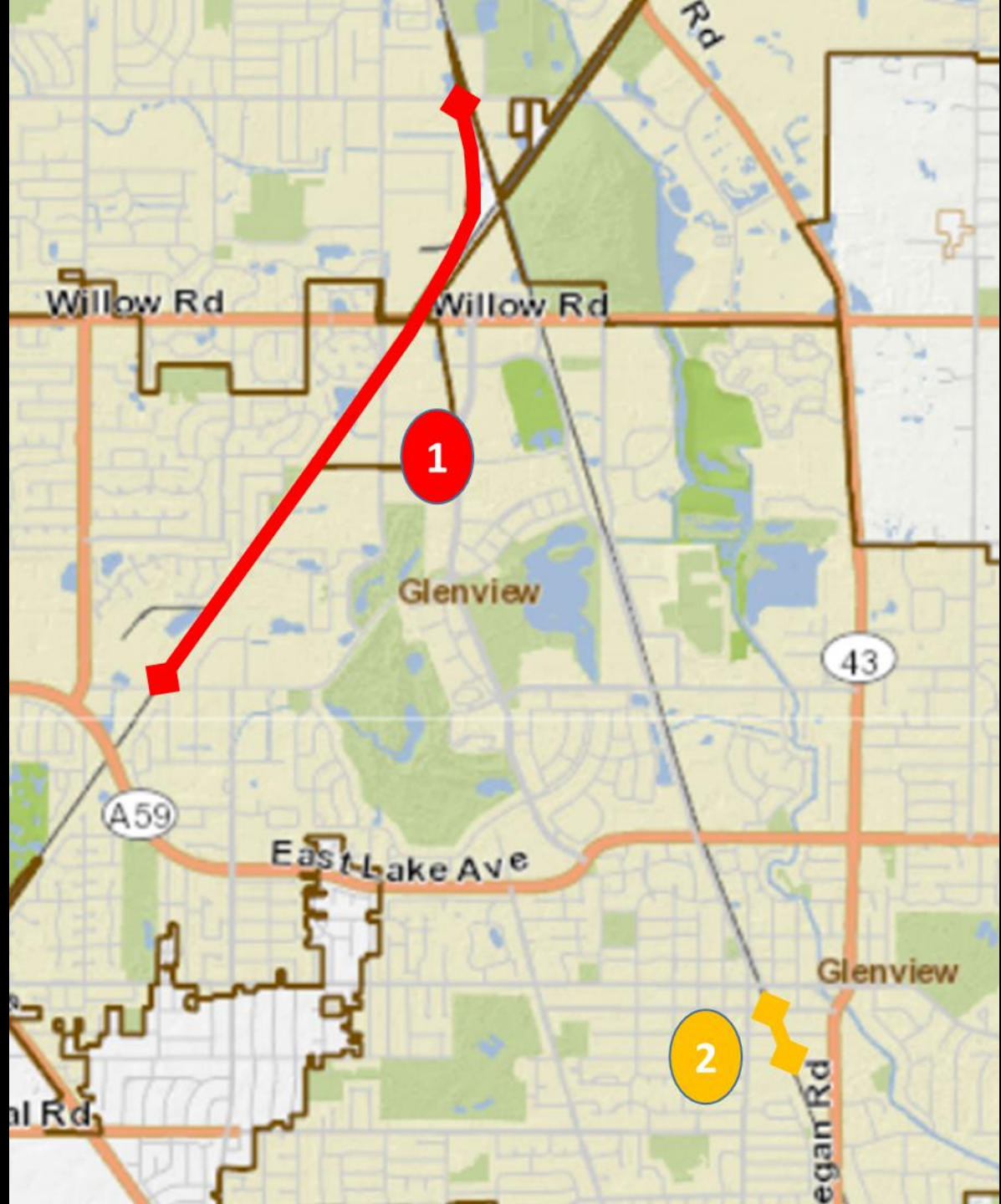
# LAKE FOREST HOLDING TRACK

3-mile holding track (Conway Rd. to Route 176)



# GLENVIEW HIAWATHA MAP

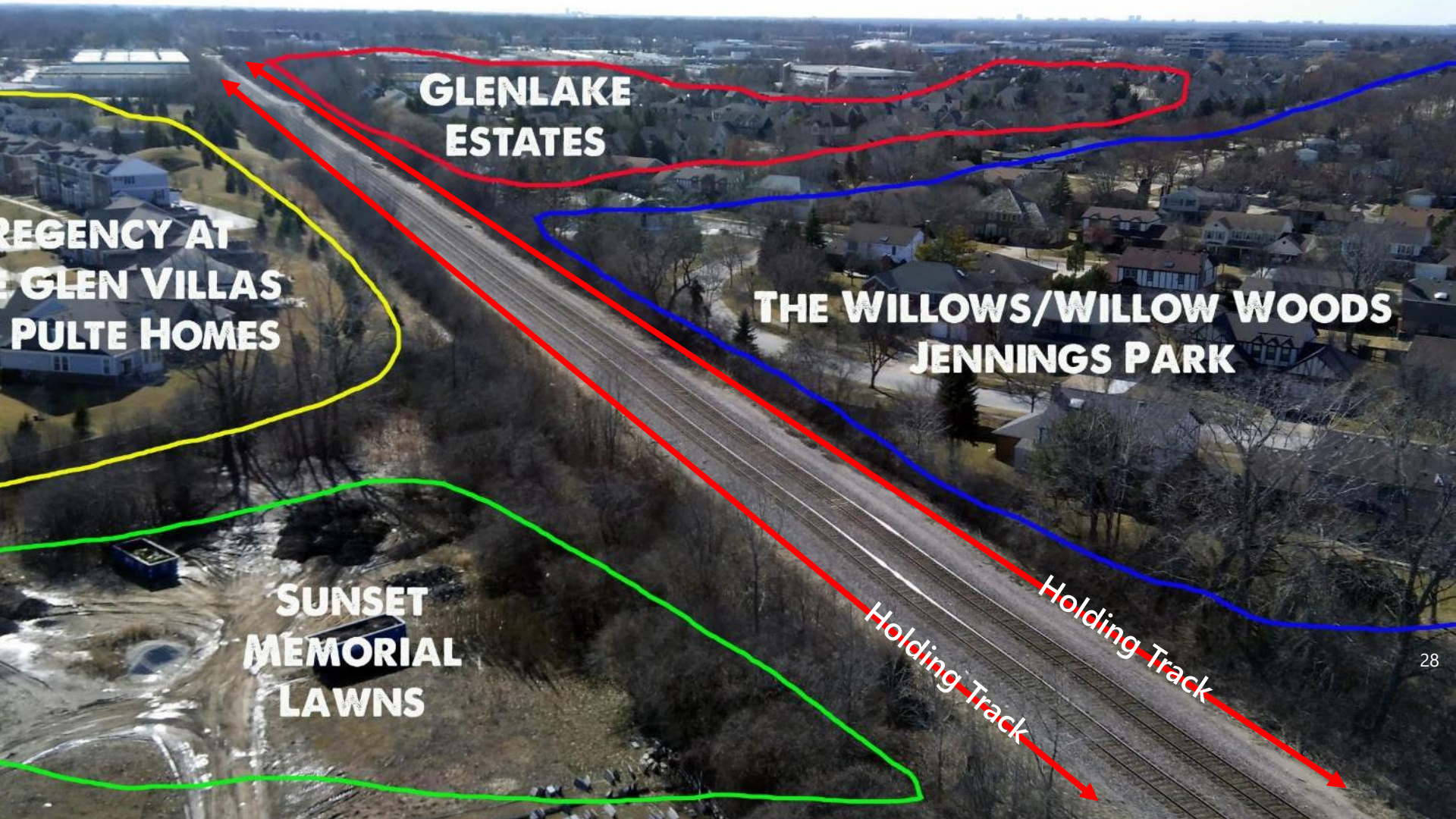
1. Proposed 2-mile freight holding track on UP rail line for CP trains
2. Proposed universal crossover switches south of Dewes Street in Downtown Glenview



# FREIGHT HOLDING TRACK



# FREIGHT HOLDING TRACK



**GLENLAKE  
ESTATES**

**REGENCY AT  
GLEN VILLAS  
PULTE HOMES**

**THE WILLOWS/WILLOW WOODS  
JENNINGS PARK**

**SUNSET  
MEMORIAL  
LAWNS**

**Holding Track**

**Holding Track**

# FREIGHT HOLDING TRACK



New  
rail bed

## Proposed Work w/in ROW

- 2 new single track bridges
- New freight track rail bed
- 20 ft. tall retaining wall needed to hold rail bed
- Loss of green screening



7 ft  
tall

# HOLDING TRACK IMPACTS & SOLUTIONS

- Increased congestion and delays on W. Lake Ave.
- Unacceptable health, safety, environmental and property value impacts
- Use viable alternatives; remove holding track from EA
- Focus on solution of separating freight/passenger rails



# DOWNTOWN SWITCHES



**HOMES**

**HOMES**

**RAILROAD AVENUE**

**DEWES STREET**

# SWITCH IMPACTS & SOLUTIONS

- Trains over switches create noise in residential area
- Increased traffic back-ups at both downtown crossings
- Move switches north to industrial areas
- Move Amtrak stop to North Glenview station

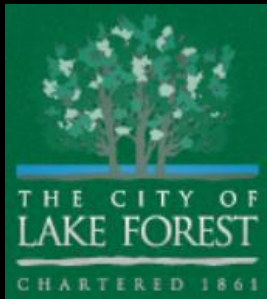




# PROJECT STAKEHOLDERS

## Who is impacted by this proposal?

### Communities



### Glenview Neighborhoods

**The Willows**  
**Glenlake Estates**  
**Princeton Village**  
**Regency at The Glen**  
**Great Lakes NAS Family Housing**  
**Westgate at The Glen**  
**Downtown Glenview**  
**Glenbrook Hospital**  
**Glenbrook South**

# "SEE & HEAR" THE IMPACTS



**WHO NEEDS  
THE HOLDING TRACK?**

**NO Holding Track**

**4**

# **COMMUNITY CONCERNS**

physical and environmental impacts

- VARIOUS CONCERNED RESIDENT STAKEHOLDERS

# HEALTH IMPACTS

- Glenview supports use of Amtrak and Metra
- Concerns related to proposed freight holding track
- Except for a few peak trips, Hiawatha trains empty
- How does adding Amtrak trips correlate to the need for a freight holding track and its impacts?

# HEALTH IMPACTS



## **Glenbrook Hospital**

- ❑ Level II Trauma Center – serves 35,000 people/year
- ❑ Countless doctor visits | 1000+ employees
- ❑ Trains slowly entering/exiting holding track creates unnecessary delays

- DAVE RAHIJA, **Glenview ACTION Committee** | **Glenbrook Hospital**

# SCHOOL IMPACTS



## Glenbrook South High School

- 3,137 students attend GBS | 263 faculty
- Year-round sports and extracurricular activities
- Trains slowly entering/exiting holding track creates unnecessary delays for students/parents

- SKIP SHEIN, **Glenbrook High School District 225 President**

# ENVIRONMENTAL IMPACTS



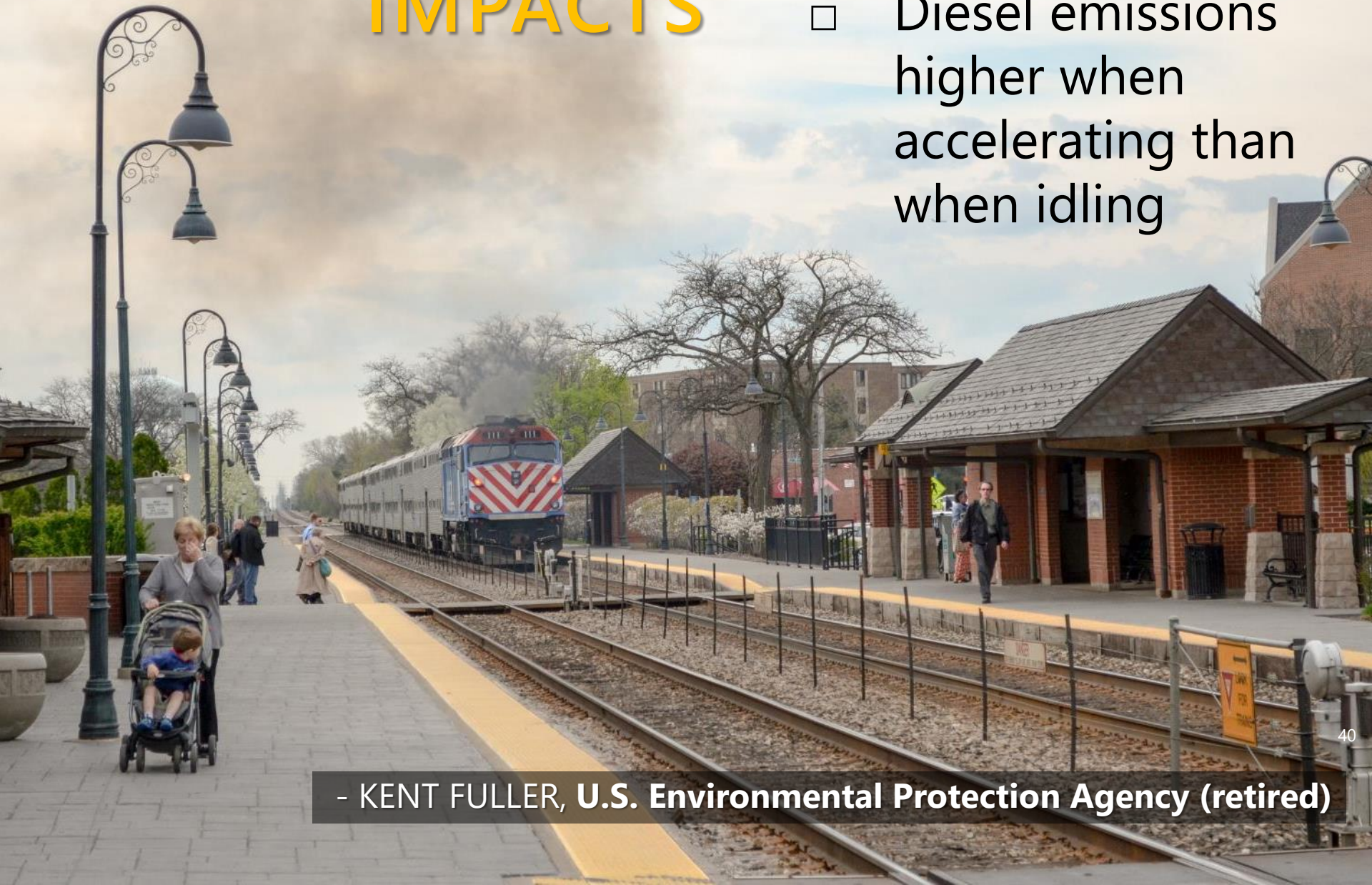
- Honor intent of National Environmental Policy Act
- Transparently evaluate the environmental impacts
- All alternatives to the proposal must be evaluated
  - Shift freight out of urban core

- KENT FULLER, **U.S. Environmental Protection Agency (retired)**

# ENVIRONMENTAL IMPACTS

## Quantify Air Quality

- Diesel emissions higher when accelerating than when idling



- KENT FULLER, U.S. Environmental Protection Agency (retired)



# PUBLIC DUE PROCESS



- Given the project complexity an EIS is needed
- WisDOT & IDOT need to be transparent – release all the data and information requested
- Give communities proper time to review revisions

- SHERI LATASH, **League of Women Voters Glenview/Glencoe Co-President**

# NOISE & TRAFFIC IMPACTS



- Proposed Dewes Street crossover switch impacts:
  - Too noisy
  - Increase in safety risks due to switches

- JIM MARTIN, **Former Glenview Chamber of Commerce President**

# NOISE & TRAFFIC IMPACTS

- ❑ Amtrak trains block Glenview Road crossing, causing 47 minutes of vehicle delays
- ❑ 6 new Amtrak trips increases delay to 1.5 hours
- ❑ Move Amtrak stop to the North Glenview station
- ❑ Relocate proposed switch north to industrial area
- ❑ Visit **NoThirdRail.com** to sign online petition

- JIM MARTIN, **Former Glenview Chamber of Commerce President**

# ENVIRONMENTAL IMPACTS



- Rail line was significantly different 18 years ago
- Trains rolled by, but were shorter and never stopped
- It's hard living with this informal holding track; imagine the impacts from a permanent holding track

- GARY DUBOFSKY, **The Willows Neighborhood**

# ENVIRONMENTAL IMPACTS

- Air pollution – coal dust; engines belching exhaust
- Rail cars carrying toxic chemicals – chlorine gas; molten sulfur; white phosphorous; ammonia
- Vibrations – house shakes; wall/foundation cracks
- Noise – “bomb” start or “screech” stopping sounds
- Say NO to the holding track

- GARY DUBOFSKY, **The Willows Neighborhood**

# HEALTH, SAFETY & WELFARE

- **Lake Forest's** concerns are similar to Glenview's
  - Health - air pollution; mental health from noise
  - Safety – increased derailment risk
  - Quality of life – diminished for residents
  - Property values - vibration damage; shift in community character
- Neighborhoods, schools, churches, parks impacted

- JoANN DESMOND, **Lake Forest ACTION Committee**

# HEALTH, SAFETY & WELFARE

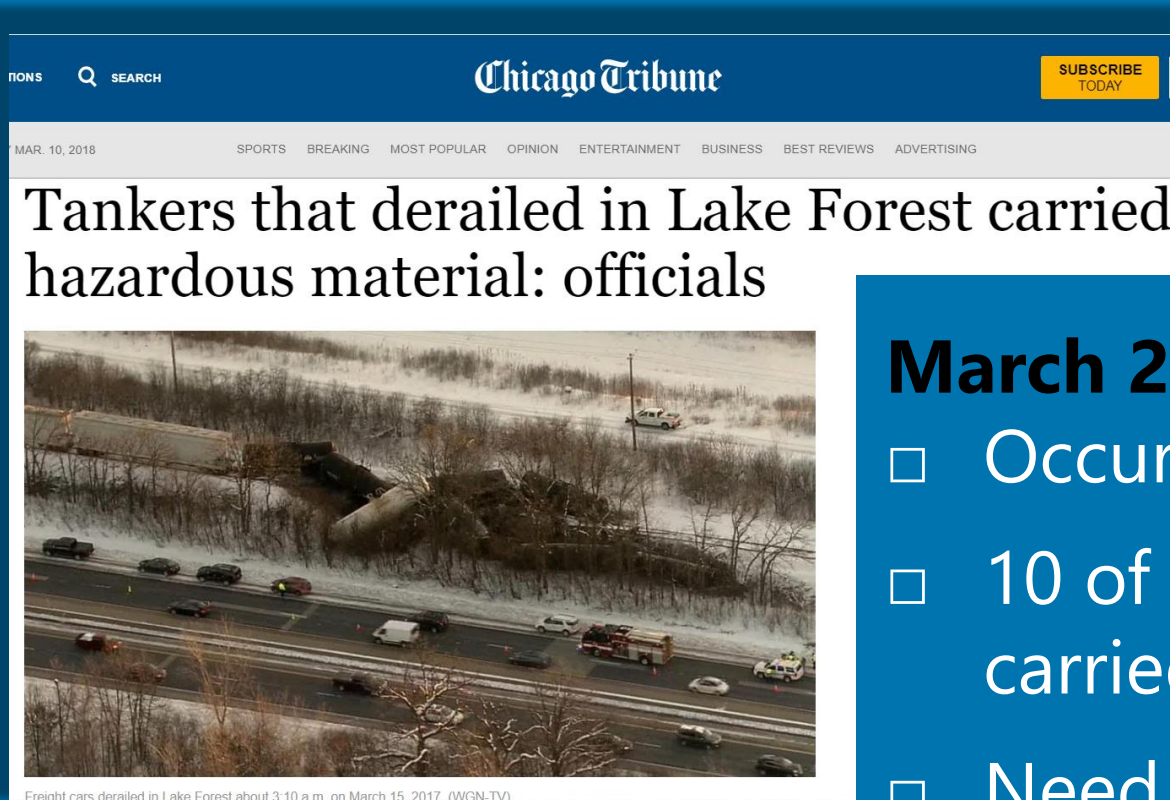
## **Middlefork Savanna**

- 687 acre ecosystem
- 3 mile freight holding track proposed to run through preserve
- Biodiversity would be threatened by additional pollution



- JoANN DESMOND, **Lake Forest ACTION Committee**

# HEALTH, SAFETY & WELFARE



## March 2017 Derailment

- ❑ Occurred on UP line
- ❑ 10 of 11 derailed cars carried hazmat materials
- ❑ Need to separate freight and passenger rail

- JoANN DESMOND, **Lake Forest ACTION Committee**



# SAFETY CONCERNS

- **Why** not add 1-2 train cars during peak hours when people are actually riding Hiawatha?
- **Why** is a 2-mile freight holding track associated with an Amtrak proposal?
- **What** community benefits are being generated?
- **What** are projections for increased freight traffic?
- **What** is number of trains that will be idling?

- CHUCK BALLING and SALLY STEPHENSON, **Princeton Village HOA**

# SAFETY CONCERNS

PRINCETON VILLAGE



- **Who** needs the holding track?
  - Metra to reduce conflicts with freight?
  - CP or UP to increase freight efficiencies?

- CHUCK BALLING and SALLY STEPHENSON, **Princeton Village HOA**

# SAFETY CONCERNS

- **Who** is responsible for the increased safety risks?



# SAFETY CONCERNS

- ❑ Intergovernmental cooperation is needed to find other reasonable alternatives
- ❑ Say NO to the holding track



- CHUCK BALLING and SALLY STEPHENSON, Princeton Village HOA

# VIABLE ALTERNATIVES



- ❑ “Build it and they will come” = philosophical folly
- ❑ Fiscally responsible alternatives exist = critical
- ❑ Glenview holding track = freight parking lot

- KERRY CUMMINGS, **Former Glenview Village President**

**NO Holding Track**

**5**

# **CLOSING REMARKS**

we don't need the holding track

- DON OWEN, **Glenview Deputy Village Manager**



## AMTRAK HIAWATHA EXPANSION

1. Holding Track = Freight Yard
2. Downtown congestion/safety

### NEED FOR PROJECT?

Data does not support need for expansion of system using less than 40% of its current seats

### REASONABLE ALTERNATIVES

1. Extra passenger car
2. Use new locomotive/rail cars
3. Move Amtrak stop and switch to North Glenview station

# CLOSING REMARKS

Say **NO** to  
parking  
freight  
trains in  
Glenview

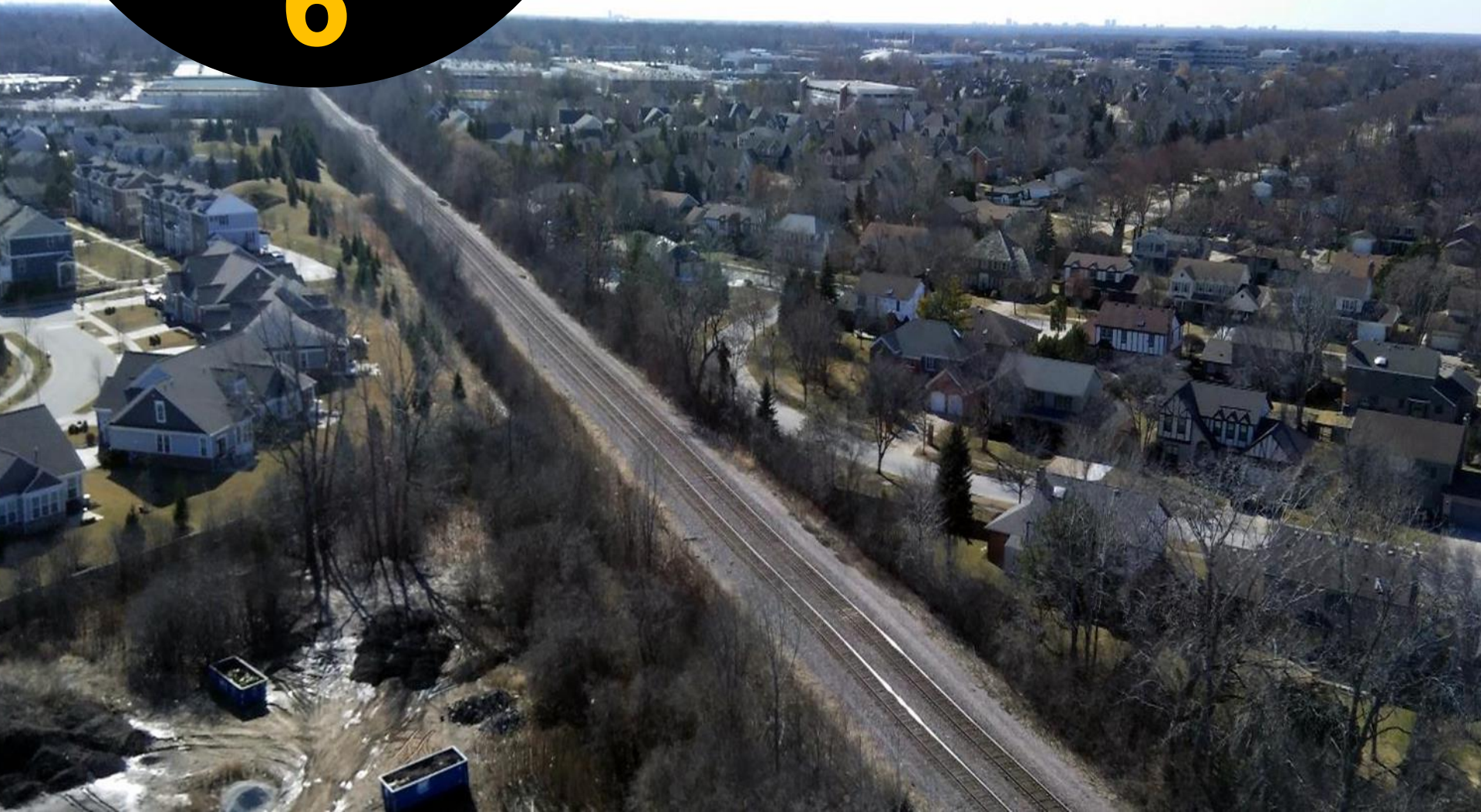
## **Village of Glenview:**

- ❑ **Opposes this project as proposed**
- ❑ **Believes an EIS is needed**
- ❑ **Believes a Freight Impact Study must be completed**
- ❑ **Believes the freight holding track will create unacceptable impacts on the community**
- ❑ **Seeks to eliminate the holding track**
- ❑ **Seeks to mitigate the impacts on downtown**

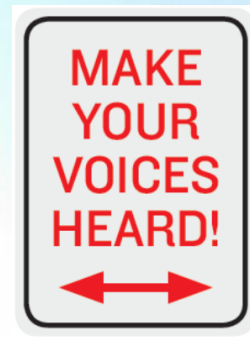


# LEGISLATOR RESPONSE

6



# WHAT CAN YOU DO?



- Sign the petition
- Fill out a comment card or submit a comment to Glenview's website at:  
[RRinformation@glenview.il.us](mailto:RRinformation@glenview.il.us)
- Let your legislators know your concerns

**FOR MORE INFORMATION VISIT:  
[glenview.il.us/Pages/Hiawatha.aspx](http://glenview.il.us/Pages/Hiawatha.aspx)**

**Thank you for attending**

