



SPRINGFIELD RAILROAD CORRIDOR STUDY COMMUNITY ADVISORY GROUP MEETING SUMMARY NOVEMBER 11, 2010, 5:30 – 7:30 PM

Overview

The third meeting of the Springfield Railroad Corridor Study's Community Advisory Group (CAG) was held at 5:30 p.m. on Thursday, November 11, 2010 at the Harvard Park Baptist Church, located at 2401 S. 9th Street. There were seven committee members and three guests. The purpose of the meeting was to:

- Present the alternatives that have been developed to address Springfield's increasing rail traffic;
- Review the alternative selection process and criteria;
- Provide an update on the study's environmental analysis, corridor redevelopment, and public engagement; and
- Discuss the upcoming public open house.

Advisory Group Members:

Jamie Adaire (Bunn Park Neighborhood Assn.)	Ruth Knight-Anderson (Near South Neighborhood Assn.)
Margaret Griffin (C. Lee Carey Neighborhood Assn.)	Aaron McEvoy (Grand Central Neighborhood Assn.)
Michelle Higginbotham (Codwell Banker Commercial)	Polly Paskin (Harvard Park Neighborhood Assn.)
Leroy Jordan (Randall Court Neighborhood Assn.)	

Study Team Members:

Jimmie Austin (Hanson)	Jonathan Martin (RDG)
Julie Rutledge (Hanson)	Atia Thurman (Vector)
Kevin Seals (Hanson)	Leann Smart (Vector)

Review of Study/Public Engagement Synopsis

Jimmie Austin welcomed everyone and went over the meeting agenda. Due to the volume of information the study team had to share with advisory group members, ***participants were asked to hold their questions until the end of the presentation.*** Kevin Seals then provided a brief review of the study, its purpose and time line. Atia Thurman followed with a synopsis of the study's public engagement and outreach activities to date, including a summary of public input from the first open house held in April.

Alternative Selection Criteria/Alternative Descriptions

Before presenting the alternatives for addressing Springfield's increasing rail traffic, Kevin Seals went over the factors being considered in the alternative selection process: purpose and need, resource agency input, public input, environmental impacts, displacements, safety, traffic delays and cost. Afterward, Jimmie Austin presented descriptions of the non-viable and viable alternatives. Non-viable alternatives were those not being carried forward for further study. These include elevating or depressing tracks through Springfield, relocating freight outside of

the city either east of I-55 or west of Veteran's Parkway; and the I&M alternatives. The proposed viable alternatives include variations of the following possibilities:

- Double track Third Street;
- Shift Third Street traffic to Tenth Street; and
- Shift Third and Nineteenth Streets' traffic to Tenth Street.

Alternative Technical Comparisons

Julie Rutledge explored the viable alternatives in considerable detail, explaining the preliminary technical analysis, which assessed the alternatives in terms of their associated traffic delays, expected crash frequency, horn blowing, residential/commercial displacements, and costs. Seven alternatives were critically examined and then compared to one another. They were also compared to a baseline, a standard established by the Federal Railroad Administration to aid in the assessment of alternatives. The study's baseline includes an increase in freight trains with no change in passenger trains; improved crossing protection along the Third Street corridor; no grade separations or additional tracks; and no changes to the Tenth or Nineteenth Street corridors.

Julie Rutledge also provided more detail on the non-viable alternatives and the factors that made them non-viable.

Environmental Analysis

Kevin Seals compared the viable alternatives in terms of their potential environmental impacts: socio-economic factors, historic sites, noise and vibration, special waste sites, special lands, endangered and threatened species, and water quality.

Corridor Redevelopment

After the alternatives' analysis, Jonathan Martin addressed the redevelopment opportunities researched and developed by RDG. His first set of slides explored potential opportunities if the 3rd Street tracks were abandoned. These included more single-family homes, pedestrian and bike trails, a rebuilt overpass at the Capital building, a market and garden zone, and mixed-use residential and commercial development. Possible redevelopment of the 10th Street corridor considered the addition of tracks and highlighted opportunities for mixed-use development, a 50-foot greenbelt adjacent to the corridor, and medium-density residential development along the corridor. Redevelopment concepts for the 19th Street corridor focused on single-family in-fill development, a trail, and the creation of a "great street" or "super boulevard."

Upcoming Open House

Advisory group members were reminded of the upcoming open house, scheduled for November 16, 2011. All were encouraged to attend and asked to remind their constituents of the meeting.

Conclusion

The presentation concluded with an explanation of the study's next steps. The study team then opened the meeting for questions and answers.

CAG Member Question/Comment	Study Team Response
1. Once this study is complete, how significant is its recommendation to FRA's final decision?	Very significant. FRA will take the study's findings, along with other factors, into consideration when making its final EIS determination. We also have to be sure to keep the railroads on board.
2. Will this presentation be available after the open house?	Yes, hardcopies will be mailed to you and it will be on the web site.

Announcement from the Faith Coalition for the Common Good

In addition to the formal meeting agenda, there was an announcement from a representative of the Faith Coalition for the Common Good (FCCG) who also serves on the advisory group. Mr. Leroy Jordan provided a brief summary of the FCCG's rail task force and their current efforts to create a community benefits agreement around rail.