

Appendix B

Public Involvement



Project Meeting Notes

Meeting Date: February 23, 2011
Time: 5:30 PM
Location: Girl Scout Office
Subject: CAC Meeting 1
Prepared By: Sarah Hoch

Client: City of Terre Haute
Project Name: T.H. Urb. Area Railroad Corridor Study
Project Number: 25627422
Issue Date: April 18, 2011

Attendees:

- Community Advisory Committee (full attendance sheet attached)
- Mayor Duke Bennett, City of Terre Haute
- Judith Anderson, Vigo County Commissioner
- Chuck Ennis, City of Terre Haute Engineer
- Jerry Netherlain, Vigo County Engineer
- Ron Hinsenkamp, Chief Transportation Planner, Metropolitan Planning Organization, West Central Indiana Economic Development District, Inc.
- Larry Heil, Federal Highway Administration
- Paul Satterly, URS
- Jim Rice, Hannum, Wagle & Cline
- Dave Cleveland, Corradino
- Sarah Hoch, Corradino
- Liz Solberg

The purpose of this meeting was to introduce the study and gather information from the Community Advisory Committee (CAC).

1. *Introduction of the Study*

Mayor Duke Bennett kicked off the meeting with an introduction to the study. This is a formal planning study that will be adopted by the Metropolitan Planning Organization (MPO). The goal of the study is to produce a master plan of prioritized practicable projects of independent utility. The local railroads, the consultant team, and steering committee, were introduced. Each member of the CAC introduced themselves and the community group they represent. The process of obtaining funding for projects that will emerge from the study was discussed. A difficult economic climate could create challenges for funding. It was noted that community support is a key component of obtaining funding.

2. *Railroad Coordination*

Representatives from CSX and Indiana Rail Road addressed the CAC and expressed support for the study and the community involvement. The north-south CSX line runs from Chicago to Evansville and the east-west CSX line runs from St. Louis to Indianapolis. In 20-30 years traffic on the line could potentially double, dependent upon changes in the economy. The Indiana Rail Road (INRD) is a regional railroad with its headquarters located in Indianapolis.

3. *Community Needs Breakout Session*

Community needs are a driving force in the planning process. The CAC members participated in a multi-group breakout session to discuss the community's primary needs and then shared findings with the full CAC. Each group was asked to choose their top 5 hot spots (locations where rail traffic present the largest concern for the motoring public) and their top 5 topics of concern. Refer to the top 5 locations in the attached exhibit.

Top Locations of Concern

- Margaret Street & 19th Street
- 8th Avenue & 13th Street
- 1st Street
- CSX north-south line downtown
- ISU Campus vicinity
- Fruitridge Street (4 line crossing near Bemis)
- Haythorne Street crossing

Top Topics of Concern

- Emergency response vehicles
- Delays to motorist & air quality
- Train horn noise
- City's image and economic potential
- Trains stopping on tracks/blocked at-grade crossings
- Quality of life

The breakout sessions also provided time for general group discussion, including a discussion on potential solutions.

Public safety was a common topic at nearly all tables. Emergency response times are affected by the railroad. Even though fire stations and other facilities are strategically located, response times are still compromised. It was suggested that GPS technologies could be utilized to track trains and provide emergency responders with alternate routes. This information could also be used in an intelligent traffic system (ITS) signage board.

Congestion and delay to motorist was another concern. Trains going through Terre Haute create delay, but an even larger concern of the group is when trains stop and block at-grade crossings. School buses are delayed by trains, causing students to wait outside for the buses longer, which is a notable problem in winter weather.

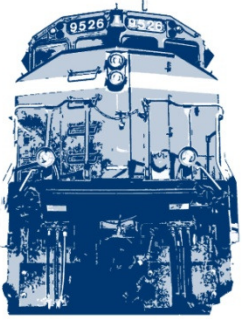
A few solutions were discussed by the CAC, including strategic grade separations, quiet zone crossings, relocating rail yard, and relocating rail lines.

Enclosure:

Community Advisory Committee Attendance
Breakout Session Map
Handouts from meeting

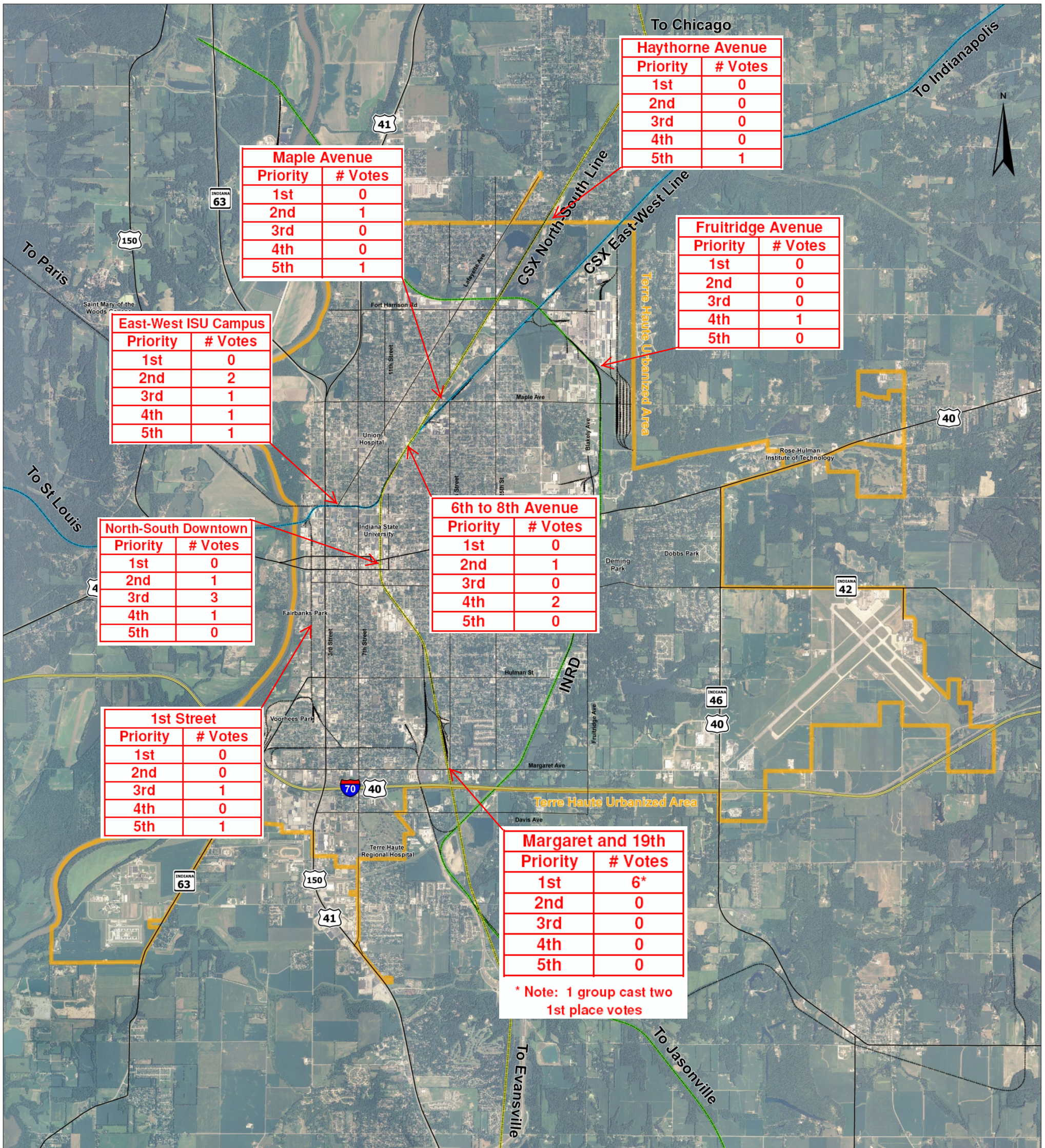
CAC Meeting #1 Attendees

Name	Organization
Bill Burdine	Holiday Inn
Rod Henry	Terre Haute Chamber of Commerce
Steve Witt	Terre Haute Economic Development Corp.
Brooks LaPlante	Thompson Thrift
Chris Doll	Wabash Capital
Merv Nolot	West Central Indiana Economic Development District
Dr. Daniel J Bradley	Indiana State University
Bryan Duncan	Indiana State University
John Adkins	Ivy Tech Community College
James McKinney	Rose-Hulman Institute of Technology
Dr. Dottie King	Saint Mary-of-the-Woods College
Frank Fennell	Vigo County School Corp.
Duke A. Bennett	City of Terre Haute
Brad Miller	City of Terre Haute
Chuck Ennis	City of Terre Haute
Jeff Fisher	City of Terre Haute
John Plasse	City of Terre Haute
John Mullican	City of Terre Haute
Pat Martin	City of Terre Haute
Larry Heil	Federal Highway Administration
Mike Riley	Indiana Dept of Transportation
Dennis Wiss	Terre Haute International Airport
Scott McClain	Town of West Terre Haute
Judy Anderson	Vigo County Board of Commissioners
Mike Ciolli	Vigo County Board of Commissioners
Paul Mason	Vigo County Board of Commissioners
Darrick Scott	Vigo County Council
Dorene Hojnicky	Vigo County
Gerald Lindsay	Vigo County
Jeremy Weir	Vigo County
Jerry Netherlain	Vigo County
Ron Hinsenkamp	WCIEDD/MPO
Brian Bauer	Terre Haute Regional Hospital
Scott Teffeteller	Union Hospital
Dave Thomas	Dobbs Glen Neighborhood Group
Steve Pontius	Farrington Grove Historical District
Shirley Waterman	Lincolnshire/Woodshire Neighborhood Group
Brad Hobbs	
Leah Myers	Ryves Neighborhood Association
Vickie Norton	Sheridan Park Neighborhood Group
Gail Phillips	Terre Town Neighborhood Group
Annetta Sweatt	Thirteenth Street Corridor Neighborhood
Rich Curtis	Twelve Points Greater Northside
Peg Finzel	Woodridge Neighborhood Group
Kathy Hannum	Art Spaces
Mike McCormick	Terre Haute Landmarks
Rachel Leslie	Terre Haute Young Leaders
Daniel Conley	Trees, Inc.
Marylee Hagan	Vigo County Historical Society
Bernard Ridens	Vigo County Taxpayers Association
John Mutchner	Wabash River Development & Beautification, Inc
Larry Ratcliffe	CSX Transportation
Tom Hoback	Indiana Rail Road
Peter Ray	Indiana Rail Road
J. Glenn Purnell	Bethlehem Temple Church
Peter C. Ciancone	The Will Center

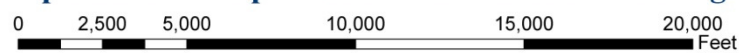


TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF COMMISSIONERS
METROPOLITAN PLANNING ORGANIZATION



Cooperative - Comprehensive - Continuous Planning





TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF COMMISSIONERS
METROPOLITAN PLANNING ORGANIZATION

AGENDA

Community Advisory Committee (CAC) Meeting No. 1
February 23, 2011

Welcome & Background Information

Introduction of Steering Committee

- Duke Bennett, Mayor (City of Terre Haute)
- Charles Ennis, City Engineer (City of Terre Haute)
- Judy Anderson, Commissioner (Vigo County)
- Jerry Netherlain, County Engineer (Vigo County)
- Ron Hinsenkamp, Chief Transportation Planner (MPO)

Introduction of CAC Attendees

Introduction of URS Team

- Paul Satterly, URS
- David Cleveland, Corradino
- Sarah Hoch, Corradino
- Jim Rice, HWC
- Liz Solberg, Special Consultant

Introduction of Railroad Representatives

- Larry Ratcliffe, CSX
- Peter Ray, Indiana Rail Road

Purpose and Goals of the Study

- Past Studies
- NEPA Process
 - Federal Funds
 - Public Involvement
 - Purpose & Need Statement
- Projects of Independent Utility

Pursuit of Funding

Communication Tools

- CAC
- Public Information Meetings
- Web Page

Frequently Asked Questions

Breakout Session

Project Concepts

- Intelligent Traffic Systems
- Overpasses & Underpasses
- Railroad realignments
- Rail yards

Next Steps & Schedule

Adjourn

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TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF COMMISSIONERS
METROPOLITAN PLANNING ORGANIZATION

Frequently Asked Questions

1. Q: *What is the purpose of this study?*

A: The study involves a planning-level analysis of the railroad corridors that crisscross the urbanized area. It will culminate in the development and adoption of an integrated master plan and comprehensive strategy to help mitigate the adverse affects that train operations have on this community. The plan will also serve as the framework for making strategic decisions concerning funding, prioritization, and further development of a series of practicable projects, with independent utility, that can be targeted for advancement over the next 5 to 20 years.

2. Q: *Who is conducting the study?*

A: The study is a collaborative planning effort among the City of Terre Haute, Vigo County Board of Commissioners and the Metropolitan Planning Organization (West Central Indiana Economic Development District). However, these agencies do not have the technical expertise or staffing to conduct this type of in-depth study. Therefore, the steering committee (see table below) used a competitive qualifications based process to select URS Corporation as the lead consultant for this project. Other members of the consultant team include The Corradino Group; Hannum, Wagle & Cline Engineering; Myers Engineering; and ASC Group.

3. Q: *Are the railroads involved in this planning effort?*

A: CSX Transportation and Indiana Rail Road are committed to partnering with the study team to develop alternatives that balance the needs of the community and the railroads.

4. Q: *How much will this study cost and who is paying for it?*

A: The study will cost \$479,112. Thanks to the efforts of Senator Richard Lugar, the City of Terre Haute secured a special grant from the Federal Railroad Administration to pay

for 90% of the study's cost (\$431,200). As the grant recipient, the City of Terre Haute must pay the remaining 10% as a local funding match (\$47,912).

5. Q: *How long will the study take?*

A: The study will take approximately one year. Upon completion, the Metropolitan Planning Organization's Transportation Policy Committee (the local policy and decision-making body responsible for carrying out the federally prescribed multimodal transportation planning process in Terre Haute and Vigo County) will consider adoption of the plan. If the committee adopts the plan, the stage will be set to seek federal funding to help advance selected projects.

6. Q: *Several local groups and organizations have studied Terre Haute's railroad problems in the past, so why do we need another study?*

A: Many of the solutions proposed in these earlier studies were not thoroughly evaluated from an engineering, system-level, operational, cost- effectiveness or fundability standpoint. In addition, the scope of these studies did not provide adequate opportunities for stakeholder and public involvement, which are required if federal funds will be used to advance projects to construction.

7. Q: *Does this study mean the city is finally going to build an overpass or underpass on Margaret Avenue near 19th Street?*

A: No, but the study will re-evaluate the merits of an overpass or underpass along with some other proposed alternatives related to the operation of north-south trains.

8. Q: *Will ISU and Union Hospital be affected by this project?*

A: Operation of the east-west corridor that crosses the ISU campus will be evaluated during this study and some proposed alternatives will be considered, but it is too

early to tell how either institution might be affected. Both ISU and Union Hospital have been asked to serve on the Community Advisory Committee for this project so their input and needs can be considered.

9. Q: Will this study eventually lead to removal of the railroad tracks that crisscross downtown Terre Haute?

A: It is not known at this time; however, alternatives to reduce the amount of train traffic through the central business district will be considered during this study.

10. Q: Will the study consider the environmental impacts (noise, air quality, etc.) of rail traffic on this community?

A: Since the study is being conducted in the context of the National Environmental Policy Act (NEPA), it will include a system-level assessment of environmental impacts. Individual projects selected for advancement will undergo further environmental assessment during the preliminary engineering phase of the project.

11. Q: When will selected projects be built?

A: Individual project sponsors (i.e. City of Terre Haute, Vigo County, etc.) will have to secure funding before any selected project can actually be programmed and advanced through the transportation project development cycle (preliminary engineering and design, environmental review, right-of-way acquisition, etc.) to construction. Therefore, it is difficult to predict when construction might begin. However, the goal is to incrementally advance selected projects over the next 5 to 20 years as funding is secured.

12. Q: How can the public learn more about the study or get involved?

A: To learn more about the study visit <http://www.terrehauserailstudy.com> or email info@terrehauserailstudy.com. You can also get involved by attending the two public information meetings that will be held later this year. The exact dates, times and locations for these meetings will be announced at a later date. Finally, you can provide your input directly to one of the local study steering committee members listed below.

Local Study Steering Committee

DUKE BENNETT, CHAIR

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JUDY ANDERSON

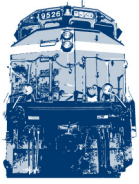
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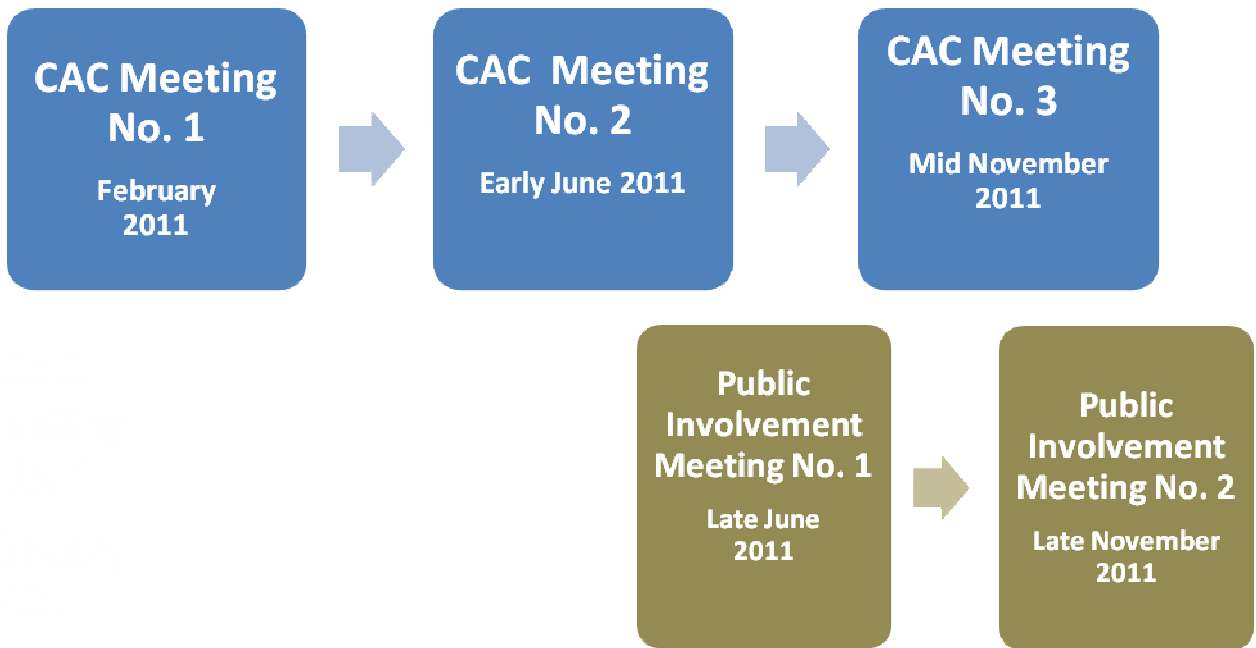
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PUBLIC INVOLVEMENT SCHEDULE



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CAC 2- Meeting Notes

Meeting Date: June 15, 2011
Time: 5:30 PM
Location: Girl Scout Office
Subject: CAC Meeting 2
Prepared By: Sarah Hoch

Client: City of Terre Haute
Project Name: THUA Railroad Corridor Study
Project Number: 25627422
Issue Date: June 29, 2011

Attendees:

- Community Advisory Committee (full attendance sheet attached)
- Chuck Ennis, City of Terre Haute Engineer
- Ron Hinsenkamp, Chief Transportation Planner, Metropolitan Planning Organization, West Central Indiana Economic Development District, Inc.
- Larry Heil, Federal Highway Administration
- Paul Satterly, URS
- Jim Rice, Hannum, Wagle & Cline
- Dave Cleveland, Corradino
- Sarah Hoch, Corradino
- Liz Solberg

The purpose of this meeting was to update the Community Advisory Committee (CAC) on the study and get their input on possible solutions for the problem areas identified in the the first CAC meeting.

1. Meeting Kickoff

2. Summary of CAC Meeting No. 1

The existing conditions were briefly summarized. The problem areas and priorities, which were identified during the collaborative activity at the first CAC meeting, were presented to the group. There was also discussion of the two stages of analysis being used in the study. In the initial stage, rail corridors and various possible solutions are being examined based on these criteria: ability to be implemented in feasible phases, financial viability, delays to motorists, railroad operations, compatibility with established long-range and economic development plans, and potential environmental impacts. Projects not scoring high on these criteria will be screened out. In the second stage, viable projects will be evaluated and prioritized for possible implementation over the next five to twenty years as funding can be identified.

3. Proposed Solutions Collaborative Exercise

The five problem areas identified at the previous CAC meeting were discussed in detail. The unique issues at each location were presented. CAC members were first asked to reaffirm their concern about each location. Next there was an explanation of how electronic message boards strategically placed might help. Examples of this and other Intelligent Transportation Systems (ITS) solutions were shown. CAC members were asked to briefly consider what role, if any, ITS solution might play at each problem area, i.e. short or long term; stand-alone or as part of a larger infrastructure solution. They were also

asked to consider whether a bridge would be a feasible solution and/or whether a larger relocation plan might be best. As part of the deliberations, they were asked to consider the impacts on neighborhoods, traffic patterns, and environmental resources. The first two problem areas were discussed initially by each table and then by the larger group. Discussion of the other three areas was done in the large group.

Margaret Avenue & 19th Street

.....is a problem area. Switching, crew changes, and other yard operations force trains to stop on the roadway. Motorists don't know how long the train will be stopped or where the beginning and end of a train are located. ITS is a potential interim solution that could interface with a future bridge(s) at this or a nearby location, i.e. message boards at appropriate decision points for motorist. A message board could direct traffic from nearby roadways towards the future bridge when a train is present. Radio station alerts were also mentioned. The optimal location for a bridge in the area was not clear, so traffic modeling should be utilized to make a more informed decision if a bridge is proposed. Relocation of Baker Yard was discussed both as the solution to stopped trains at Margaret and as the initial step in relocating the N-S CSX line to the INRD line on the east side of town. It was pointed out that making high dollar bridge improvements for Margaret Street would preclude future N-S CSX rail relocation or the Baker Yard relocation. Several concerns were raised about relocating Baker Yard. Noise and visual impacts to housing would need to be mitigated. It would also increase rail traffic on the INRD east side rail line. On the positive side, removing yard operations near Margaret would eliminate stopped trains, which many felt was the main problem. It was noted that moving trains would still be present in this location unless full N-S CSX relocation occurred. A representative from the school district noted the desirability of relocation to avoid the possible long term need for school redistricting to comply with transportation regulations.

ISU Campus Area

.....is a problem, but a lower priority than originally indicated. There are, however, some safety issues caused by the proximity of the railroad to the ISU campus. A gas storage facility for the ISU campus is located near the railroad and many pedestrians cross the E-W line to attend classes. Many of the ISU students (about 80%) live in the neighborhood just north of campus and cross the railroad tracks to get to class. Potential locations for overpasses, whether on the current alignment or realigned corridor, are 7th Street or a combined bridge for the 8th and 9th Street one-way pair. Potential improvements to address pedestrian safety include pedestrian barriers to prevent trespassing and pedestrian bridges. The option to realign the rail line through the ISU campus vicinity was discussed. Advantages include more space for overpasses, safer pedestrian traffic to the ISU campus, easier construction phasing, and getting the railroad further away from the university in the case of a derailment. Disadvantages include the cost of relocation for the benefits received and possible conflicts with the Rural Health Innovation Collaborative (RHIC) planning effort, which involves the area near the potential realignment. All planning efforts, including the RHIC, are a consideration in this study. The realignment would increase the rail speed through the area, reducing the length of motorists delay. No-whistle zones or quiet zones and wayside horns were discussed for this area. The use of ITS was not seen as much of a benefit because there is not a good route to utilize the existing US 41 overpass.

Downtown Terre Haute Area

.....experiences delays because of the N-S CSX line running through it. The group didn't come up with any ITS solutions or viable locations for overpasses or underpasses. It was observed that most delays downtown are short and trains keep moving. A comment was made that delays are about five minutes. Sometimes trains stop in this area due to rail operations at Hailey Interlocking. Improving communication and dispatching would help the railroad with this type of delay.

8th Avenue & 13th Street Area

.....is a concern. This area includes the Haley Interlocking, where the CSX N-S and E-W lines interface. The highest amount of rail traffic in the city occurs where these two rail lines converge. Trains can change routes between the rail lines and often change crews. The primary concern at this location is emergency vehicle access to and from Union Hospital. Delays to school buses and student safety are concerns in this area, but also all over town. The bus routes are arranged so that no students walk across railroad tracks to get to their bus stop. Delays to buses are detrimental because schools need to comply with new laws that dictate school hours. (See last comment under "Margaret Ave. & 19th St.")

Maple Avenue and 25th Street Area

..... is still a concern, but is a lower priority than 8th Avenue & 13th Street Area. An overpass at Maple Avenue would likely require two bridge structures. Both rail lines could be crossed simultaneously near 8th Avenue. The main issue is that motorists get stuck between the N-S and E-W rail lines. ITS message boards would be valuable in this area when combined with an overpass near 8th Avenue.

General Comments

Many comments were made about quiet zones in all residential areas. The procedures required to obtain quiet zone permissions from the Federal Railroad Administration (FRA) were discussed. Train horns are required for every at-grade crossing. Adding a four-quadrant gate system (or other approved crossing treatment) is a requirement to apply for a quiet zone permit. Wayside horns or directional horns are other options to be investigated. Rather than a traditional train whistle, a horn is directed towards the approaches to the crossing, reducing the amount of noise to nearby neighborhoods. The noise mitigation expert with the FRA in Chicago is Tammy Wagner (312-353-6203).

Emergency response was part of the discussion for nearly all of the problem areas. An ITS system that collects data on train locations could be utilized to direct emergency personnel to avoid delays. The same information could be broadcasted on AM radio or a smart phone/web interface for the community. It was noted, however, that currently a majority of people in the Terre Haute area do not have access to the web and/or smart phones.

4. Public Information Meeting Discussion

The upcoming Public Information Meeting on June 28th was discussed. All CAC attendees are encouraged to attend. There will be a survey conducted during the meeting. It will be distributed to the Public Information Meeting attendees and will be available on the website so that others can participate.

5. Communication Tools Update

Public Information Meetings and the website are key communication tools, however word of mouth is best. CAC members are encouraged to share what they have learned, invite others to attend the upcoming meeting and check the website.



Public Information Meeting 1 Summary

Meeting Date: June 28, 2011
Time: 6:00PM
Location: Girl Scout Office
Subject: Public Involvement Meeting 1
Prepared By: Sarah Hoch

Client: City of Terre Haute
Project Name: THUA Railroad Corridor Study
Project Number: 25627422
Issue Date: July 11, 2011

The purpose of this meeting was to introduce the study, report findings to date, address questions or concerns, and gather feedback from the general public. A presentation was given to introduce the study and review the problem areas identified by the Community Advisory Committee, as well as the types of solutions being considered. A copy of the *Power Point* presentation is attached to this summary. Attendees were then asked to fill out the attached input survey, which was also available to the general public on the project website. A question and answer session was then conducted. The following is a summary of the questions and comments from the public.

1. Is consideration being given to horn noise near Deming Park?

Yes, "no horn zones" or quiet zones are being considered in this area.

What about the rest of the city?

Yes, noise reduction is a goal for the entire city, especially residential areas.

2. The CSX and INRD rail lines run parallel to each other. Since CSX has ownership in INRD, why can't the railroad just consolidate the parallel tracks?

INRD Representative: It is true CSX has ownership in INRD. Complex rail operations are taking place that cannot be combined. It is not that simple.

[Note: This is one of the solutions being considered. It would involve additional tracks along the INRD alignment as well as extensive work to maintain the required interface among the three existing rail lines.]

3. If an overpass only costs \$10 Million, why can't the city just build one?

Mayor Duke Bennett: A 2007 study for an overpass at Margaret Avenue estimated a cost of \$22 Million. Most federal money comes from earmarks, and requires a local match (typically 20%). The community receives about \$4 million for all infrastructure per year. It would take several years to accumulate the money to build an overpass, assuming no other projects or improvements are pursued. The City cannot borrow more money because of debt from previous administrations. I recently met with Joe Szabo, the head of the FRA (Federal Railroad Administration) in Washington D.C. to discuss the current study. He reacted positively to our plan and indicated that it is above and beyond what

most communities are doing.

4. Is the railroad broke? They have consolidated corridors and increased traffic. They are probably making lots of profit. Why can't they give us money?

Liz Solberg (Consultant Team): An AASHTO (American Association of State Highway and Transportation Officials) study showed that if all railroad companies invested the maximum amount possible from their revenues on rail infrastructure, it would not be enough to save America's highways from overwhelming congestion.

5. Hasn't Lafayette done something? Have you looked at their rail project?

Two members of the consultant team were involved in that study, Liz Solberg and Paul Satterly. We are fully aware of what was done in Lafayette.

6. Disappointed that the community is looking through a key hole rather than coming up with a comprehensive solution. The attendee went on to suggest an intermodal facility or inland port as an economic development outside of the city. This could be a "black ink" rather than a "red ink" project.

The moderator asked him how much this facility would cost and where the money would come from.

The attendee indicated it would be on the order of \$3.5 Billion. The attendee mentioned that similar projects utilized foreign investments.

Mayor Duke Bennett: Indicated that he had approached the State in 2008 for an intermodal facility, but the Ports Authority shot us down. Other locations, like Avon or Chicago, were chosen for intermodal facilities because of their excess rail capacity.

7. How much is rail traffic growing? Do the railroads have any projections and will those projections be taken into account in the study?

INRD Representative: INRD expects to see a 50% increase over the next 5-10 years within the region. He also noted that in one year INRD made a \$12 billion investment in capital improvements nationwide—the railroads pay their own way.

CSX Representative: Over the next 25 years, traffic will double nationwide. The economy plays a key role in the amount of rail traffic.

Moderator: These traffic increases are accounted for in the study.

8. Previously built an overpass on Fruitridge for Penn Central and then the track was abandoned.

Mayor Duke Bennett: Commented that we don't have money to throw around like that anymore. The sixties were very different times in terms of the economy and availability

of funding.

9. Why are the trains controlled by someone in Nashville, etc? (This is in reference to a comment earlier in the meeting made by another attendee indicating the train engineer isn't really in control of the train).

INRD Representative: The locomotive is controlled by an engineer directly, but is dispatched from afar, in this case from Nashville. It is important to have a perspective on how and when movements are executed.

Moderator: Current and new technologies will play a role in the solution.

Can the train communicate with emergency vehicles and move to let them across?

INRD Representative: It would be quicker for the emergency vehicles if the train kept moving, rather than stopping to let them through.

10. How will the message boards be effective? When we were going to the movies, there was a train blocking Margaret Avenue. After the movie, the train was still blocking the crossing.

The moderator gave an example of a personal experience with ITS (Intelligent Transportation Systems) message boards from Princeton, IN. An ITS message board directs motorists on the state highway to a nearby overpass when trains are present. The message board was a success for the community.

Another attendee agreed that message boards can be very informative and useful. It was also pointed out that people in Terre Haute are so accustomed to blockages, they already know where to go if there is a blockage.

Mayor Duke Bennett: The data could also be fed to the 911 center.

Sometimes the intersection at Margaret Avenue is blocked for 30 to 40 minutes. Why is the crossing blocked for that long?

CSX Representative: The south end of Baker Yard is the only place we can stop and pick up cars from Terre Haute rail customers. The cars are added and a brake test must be performed. This is the only place we can serve these rail customers.

11. Is there an internet site with standard train schedules? Near the Ft. Harrison/25th Street area it seems like the trains come at the same time in the morning when I commute to work. Also, some crossings in the city are in bad shape, particularly Maple Avenue.

There is the potential for a system wide notification system. It could interface with smart phones, webpage, or AM radio.

12. When was this project funded and how much will it cost?

Mayor Duke Bennett: We received two \$450,000 earmarks in 2008 and 2009. The first \$450,000 will be used for this study. The second \$450,000 can be spent on environmental work for future projects, ITS systems, or similar items.

13. Why don't you use Black Hawk to minimize traffic at Baker Yard. It can be used to turn around or wait for other trains. Black Hawk is located just north of Farmersburg, IN.

We are working directly with the railroads.

Ron Hinsenkamp (MPO Representative): The scope of the project is the Terre Haute Urbanized Area.

The entire MPO area needs to be included. There needs to be a partnership outside of the borders.

Ron Hinsenkamp (MPO Representative): I am from the MPO. The grant is specifically to study the Terre Haute Urbanized Area dictated by the Census Bureau. We have been working closely with the railroads, who are well aware of the options and opportunities in the larger area. I'd like the Mayor to talk about partnership within the community and the cooperation with the railroads.

Mayor Duke Bennett: The railroad has cooperated with us for the Graham Grain project. A total of 9 rail crossings were eliminated. It was an effort between INRD, the county, and the city. The project saved about \$2 million in taxpayer dollars.

14. Is the Margaret Avenue 4-lane expansion project still happening?

Mayor Duke Bennett: Yes, except for the funding! The design is being worked on, but there is not money to build. We are going for a \$20 million competitive grant. It will become part of the transportation plan, which will create the opportunity to apply for new sources of funding.

Why isn't an overpass part of the project?

Mayor Duke Bennett: We are going to wait for the results of the rail study. It could still potentially be added.

Ron Hinsenkamp (MPO Representative): A Corridor Study was completed, which verified that this was a corridor we wanted to improve, but not a specific design.

15. Is high speed rail being considered in this study? How would we be able to interface with high speed rail?

Mayor Duke Bennett: Terre Haute is not on the map for high speed rail. There aren't any high speed rail corridors planned for the area.

Isn't this the crossroads of America?

Mayor Duke Bennett: We thought the same thing!


Please notify us of any corrections to these meeting notes.

Thank you,


Signed: Sarah Hoch

The Corradino Group

Attachment: *Power Point* Presentation


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
 Vigo County Board of Commissioners
 Metropolitan Planning Organization



Public Information Meeting

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**


City of Terre Haute
 Vigo County Board of Commissioners
 Metropolitan Planning Organization

Welcome & Background Info

- History of the Problem
- Community Involvement
- Funding
- Practical and Affordable Mitigation
- Accomplishments




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**


City of Terre Haute
 Vigo County Board of Commissioners
 Metropolitan Planning Organization

Agenda

- Welcome & Background Info
- Who Does What?
- The Study Process
- Stages of Analysis
- Problem Areas
- Public Input Survey
- Questions and Answers
- Next Steps and Schedule




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
 Vigo County Board of Commissioners
 Metropolitan Planning Organization

Who Does What?

- **Study Team**
Steering Committee
Consultants
CAC
- **Railroad Involvement**
CSX and INRD
- **Agency Involvement**
FHWA, FRA, EPA, and INDOT
- **Public Involvement**




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Public Involvement

- Public meetings
- Project website



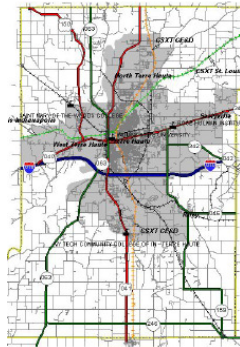
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

The Study Process

- Past Studies
 - Limited public involvement
- Study Area
- Goals of the Study
 - Identify a series of individual projects that can be incrementally advanced over the next 5 to 20 years
 - Develop a rail line corridor improvement plan




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

The Study Process (cont'd)

- What is NEPA?
 - National Environmental Policy Act
 - Requirement that federal agencies consider environmental impacts in planning and decision-making
- Procedural Requirements
 - Purpose & Need
 - Resource Agency Coordination
 - Analysis of Alternatives
 - Community Advisory Committee (CAC)
 - Public Involvement



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

The Study Process (cont'd)

Purpose & Need

- Mobility
- Public Safety
- Community Sustainability
- Railroad Operations



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Economic Impacts of Railroad Operations

GAVILON
12 Employees

BEMIS
715 Employees

GATX
20 Employees

PolyOne
112 Employees

JADCORE
200 Employees

Duke Energy
278 Employees

BRENTAG
30 Employees

GERES SOLUTIONS
16 Employees

SG Solutions
120 Employees

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stages of Analysis



Stage 1 - “Conceptual” corridors

- Ability to be broken into individual projects
- Financial viability
- Motorist delay reduction
- Railroad operations
- Established long-range plans
- Environmental impacts

Stage 2 – Individual projects



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

Existing Railroads

- **CSX Transportation**
N-S (Yellow)
E-W (Blue)
- **Indiana Rail Road**
INRD (Green)



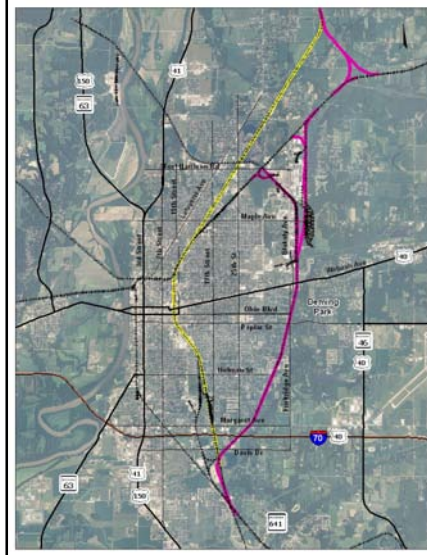
**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

**Stage 1 Alternatives
(North-South)**



- Yellow
- Pink
- Purple

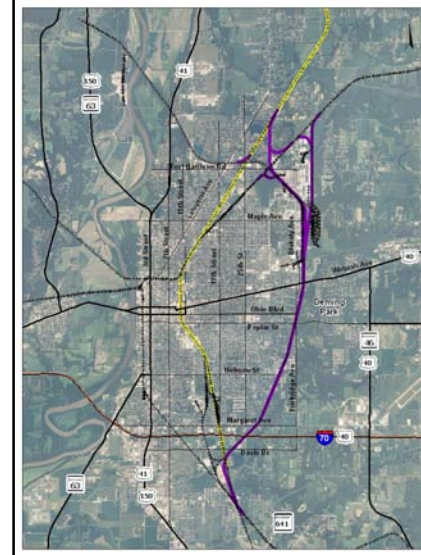




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

**Stage 1 Alternatives
(North-South)**

- Yellow
- Pink
- Purple



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

**Stage 1 Alternatives
(North-South)**

- Yellow
- Pink
- Purple



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

**Stage 1 Alternatives
(East-West)**

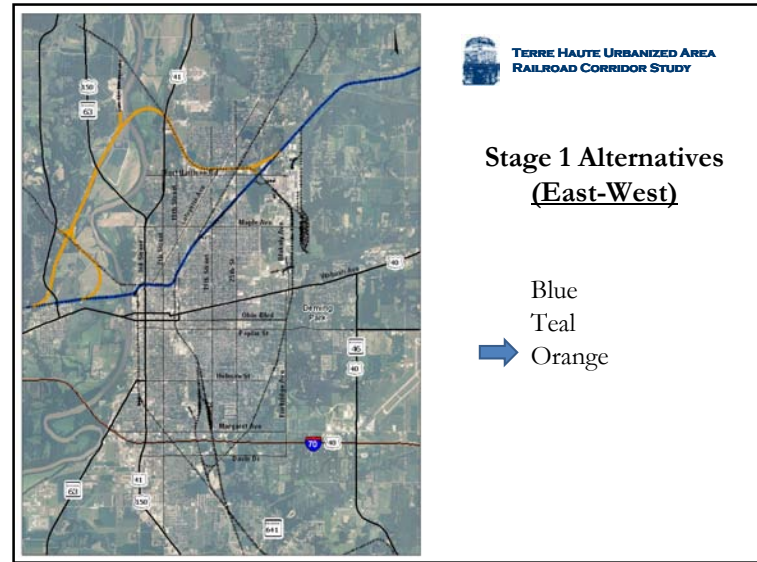
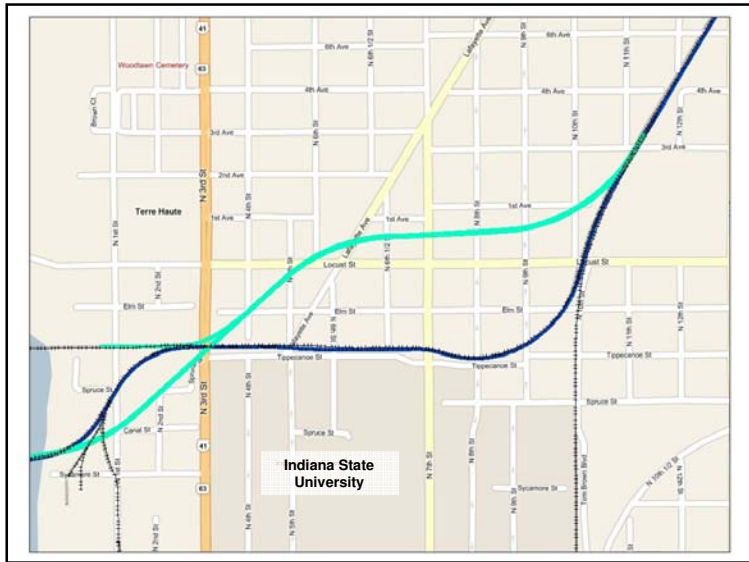
- Blue
- Teal
- Orange



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

**Stage 1 Alternatives
(East-West)**

- Blue
- Teal
- Orange



Stage 1 Alternatives
(East-West)

- Blue
- Teal
- ➔ Orange

Reasons for Eliminating

- Environmental impacts
- Additional mileage
- Financial viability

Stages of Analysis

Stage 1 - "Conceptual" corridors

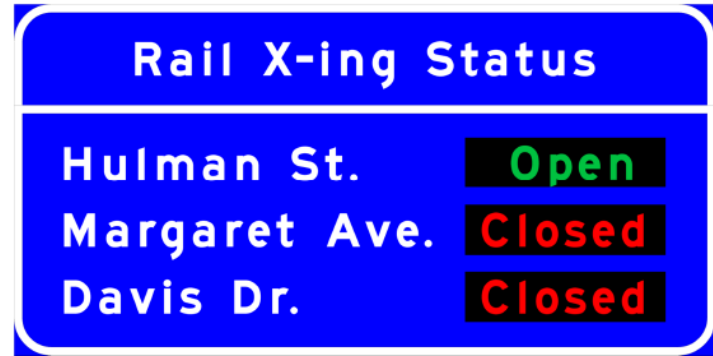
➔ Stage 2 - Individual projects

- Intelligent Traffic Systems (ITS)
 - Message Boards
 - Emergency Response System
- Underpasses or overpasses
- Rail yards and railroad relocations
- Independently usable projects that fit within master plan

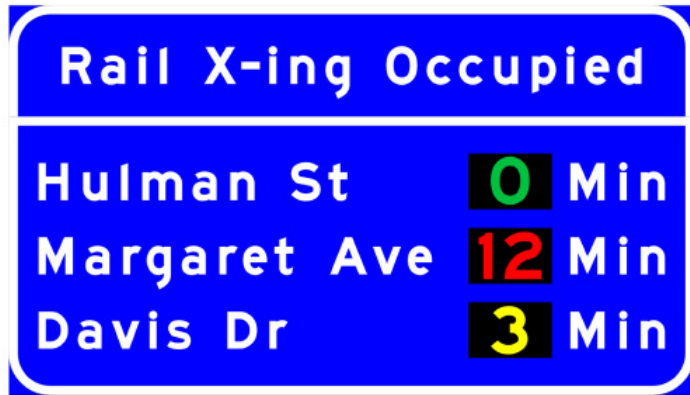




Example: Variable Message Board



Example: Variable Message Board



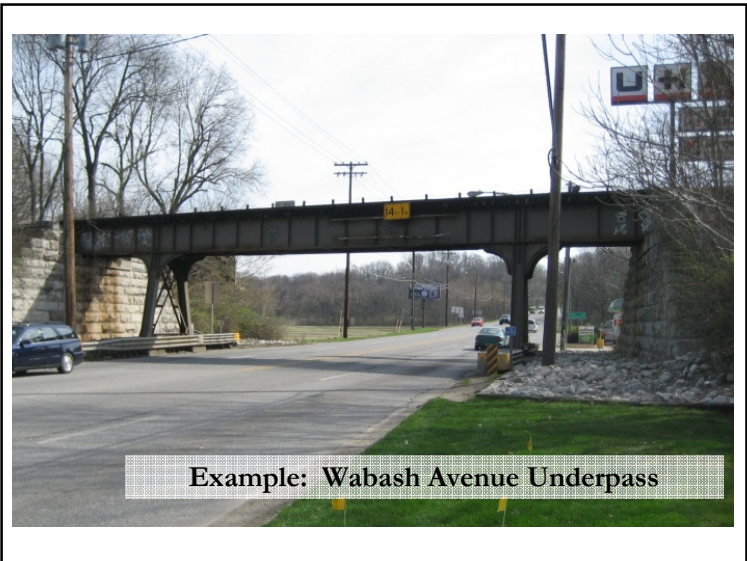
Example: Variable Message Board



Example: Margaret Avenue ITS



Example: I-70 Overpass



Example: Wabash Avenue Underpass

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Problem Areas

- Downtown Terre Haute Area
- ISU Campus Area
- 8th Avenue & 13th Street Area
- Maple Avenue and 25th Street Area
- 19th St. & Margaret Avenue

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Downtown Terre Haute Area

Potential underpass(es) or overpass(es) and/or ITS solutions along N-S line (yellow).

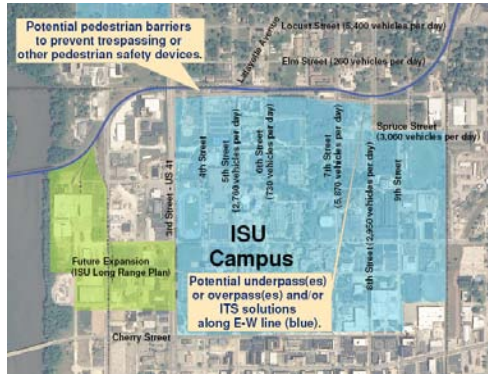
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

ISU Campus Area



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

ISU Campus Area



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

**13th Street &
8th Avenue Area**



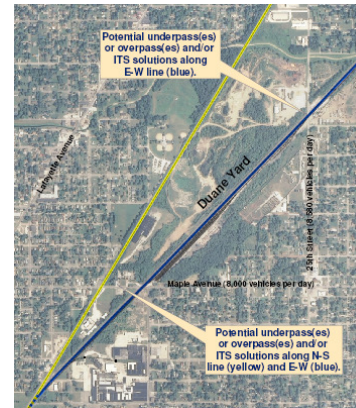
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

**Maple Avenue and
25th Street Area**

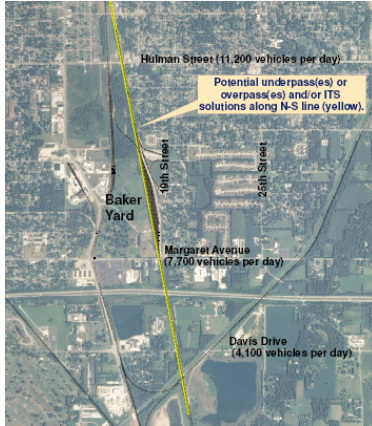


COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization



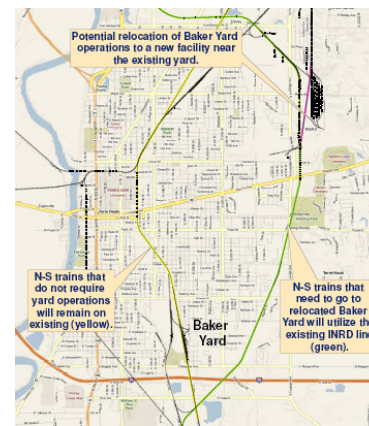
**Margaret Avenue &
19th Street**

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization



**Margaret Avenue &
19th Street**

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Public Input Survey

Questions & Answers



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Next Steps

- Complete analysis of alternatives
- Identify and prioritize individual projects
- Finalize study
- Adopt study
- Secure funding
- Move forward on individual project(s)
 - Prelim. Engineering & Design (1-2 years)
 - Right-of-way Acquisition (1-2 years)
 - Construction (1-2 years)



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



Upcoming Meetings

**Public Information Meeting
November 2011**



Public Inquiries:

Hannum, Wagle & Cline Engineering
3050 Poplar Street, Suite B
Terre Haute, IN 47803

(812) 234-2551

Attention: Jim Rice

or

www.terrehauserailstudy.com



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

THUA RR Corridor Study - Survey 1

What do you think? About rail congestion in Terre Haute?

Please take a minute to answer the questions below. Your community leaders need to know what you think they should be doing right now and over the next five to twenty years on this issue. If you have comments or concerns, jot them down in the space provided under Question #7.

1. Please enter your Home and Work Zip Codes below.

Home

Work

2. Using a Sliding Scale of 1 to 5, with 1 being the low and 5 being high, how big a problem is rail related traffic congestion in the Terre Haute area?

- 1 2 3 4 5

3. How many times in a typical week are you delayed by a train?

- Rarely One to five Six to ten More than ten

4. In your opinion, the biggest traffic tie-ups caused by train operations are along which major rail corridor?

- North-South Corridor (Tracks through Downtown, Hulman St., 19th St. & Margaret Ave., Davis Dr., Springhill Dr., etc.)
- East-West Corridor (Tracks crossing 25th Street, 8th Ave, Locust Street, through the ISU Campus, etc.)

5. The following locations have been identified as problem areas for rail congestion in our community. Do you agree? Rate these locations with 1 being little or no problem and 3 being very congested. Feel free to add a location that is not mentioned.

	1	2	3
Downtown Terre Haute Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ISU Campus Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8th Ave and 13th Street Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maple Ave and 25th Street Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19th Street & Margaret Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

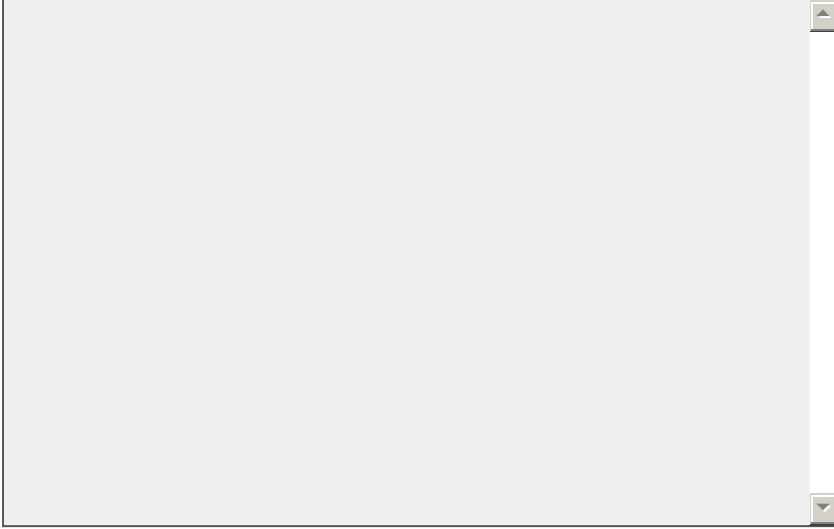
THUA RR Corridor Study - Survey 1

6. The City and County will likely have to commit a significant amount of local tax dollars, in the form of matching funds, to reduce the adverse affects that train operations have on the Terre Haute community. Do you want this work to continue?

Yes



No

7. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.








Thanks for completing this survey. For more information about the Terre Haute Urbanized Area Railroad Corridor Study, or to contact a member of the local project steering committee, visit <http://www.terrehauserailstudy.com>.

1. Please enter your Home and Work Zip Codes below.

		Response Percent	Response Count
Home		99.7%	368
Work		89.4%	330
answered question			369
skipped question			2

2. Using a Sliding Scale of 1 to 5, with 1 being the low and 5 being high, how big a problem is rail related traffic congestion in the Terre Haute area?

		Response Percent	Response Count
1		2.2%	8
2		3.5%	13
3		12.4%	46
4		32.7%	121
5		49.2%	182
answered question			370
skipped question			1

3. How many times in a typical week are you delayed by a train?

		Response Percent	Response Count
Rarely		4.1%	15
One to five		48.5%	179
Six to ten		35.5%	131
More than ten		11.9%	44
answered question			369
skipped question			2



4. In your opinion, the biggest traffic tie-ups caused by train operations are along which major rail corridor?

		Response Percent	Response Count
North-South Corridor (Tracks through Downtown, Hulman St., 19th St. & Margaret Ave., Davis Dr., Springhill Dr., etc.)		76.5%	283
East-West Corridor (Tracks crossing 25th Street, 8th Ave, Locust Street, through the ISU Campus, etc.)		23.5%	87
answered question			370
skipped question			1

5. The following locations have been identified as problem areas for rail congestion in our community. Do you agree? Rate these locations with 1 being little or no problem and 3 being very congested. Feel free to add a location that is not mentioned.

	1	2	3	Rating Average	Response Count
Downtown Terre Haute Area	19.9% (70)	46.7% (164)	33.3% (117)	2.13	351
ISU Campus Area	33.8% (114)	47.5% (160)	18.7% (63)	1.85	337
8th Ave and 13th Street Area	11.5% (39)	40.3% (137)	48.2% (164)	2.37	340
Maple Ave and 25th Street Area	10.4% (36)	32.9% (114)	56.6% (196)	2.46	346
19th Street & Margaret Ave	4.0% (14)	7.4% (26)	88.6% (311)	2.85	351
			Other (please specify)		96
answered question					369
skipped question					2

6. The City and County will likely have to commit a significant amount of local tax dollars, in the form of matching funds, to reduce the adverse affects that train operations have on the Terre Haute community. Do you want this work to continue?

		Response Percent	Response Count
Yes		90.5%	332
No		9.5%	35
answered question			367
skipped question			4

7. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

	Response Count
	181
answered question	181
skipped question	190

Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

	Response Count
	181
answered question	181
skipped question	190

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

1	Build an overpass@ 19th & Margaret!	Aug 9, 2011 10:42 PM
2	We have made progress over the years with overpasses on 41 ft harrison frutridge but we must address the mess at 19th and Margaret... and downtown...The crossing at 19th and Margaret could have been solved years ago with an over pass....	Aug 8, 2011 2:06 PM
3	Ordinances need to be established to keep trains from blocking crossing for extended periods of time. In addition, time frames need to be established so if crossing are going to be blocked that it is done during times of low traffic.	Aug 8, 2011 12:04 PM
4	I believe a monitor board for emergency 911 would be in order so as to direct 1st responders to a route that miminises delays. this has been shown to Mr. Cleveland and Mr Hinsinkamp to assist in emergency routing to miss trains as an imediate assistance for that.	Aug 8, 2011 10:57 AM
5	I personally feel that the railroad companies should incur the costs of overpasses. I feel it should be illegal for trains to block intersections for long periods of time. I personally HATE to travel Margaret Avenue near 19th street (even tho' I prefer to drive that route versus taking the Interstate) because I almost always get stuck for long periods of time by a train or trains blocking this intersection. I am then forced to backtrack to highway 46 and take the interstate over to 3rd street. Taxpayers of Vigo County and Terre Haute, should not have to pick up these costs for the railroads.	Aug 8, 2011 9:57 AM
6	4 years have been wasted under the current leadership. Let's find a mayor and MPO leadership that wants to get this moving!	Aug 8, 2011 8:58 AM
7	I have lived in other towns and visited many places and have NEVER been stopped by trains like I have in this town. I am from T.H. originally- the problem is growing not getting any better. A passing train is 1 thing, but a train that sits for several minutes to hours w/ out moving is CRAZY! Terre Haute is known for the train issues- isn't that sad? People use to just talk of the smell and now it's	Aug 8, 2011 12:34 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

the trains. Many people are delayed for work, school, and other activities daily if they don't take down several side roads looking for a way pass a stopped train. PLEASE work on this issue! Thank you,

8	To keep up with other communities, we must address our rail problems. Tax dollars must be allocated to plan for and begin to address this situation. I have been delayed over 45 minutes many times at 19th and Margaret and 25th and Ft. Harrison. This is unacceptable.	Aug 7, 2011 8:51 PM
9	The railroad situation in this town is ridiculous at best. I have lived here for 14 yrs and I have never experienced anything like this in other city/state that I have lived in. The amount of time that a train is allowed to sit stopped on a track is insane. I have seen numerous ambulance/fire trucks blocked by trains over the years. That is unacceptable! I pray that my family never needs an ambulance or firetruck and a train has their access to us blocked. I also hope noone ever has, or does, lose their life due to this problem. It's time that the city of Terre Haute "A Level Above" does something regarding this problem, it's long overdue!	Aug 7, 2011 7:43 PM
10	The railroads and city streets are all intermingled to the slow down of traffic movement in terre haute. Overpasses should be straight across and not like the one on Ft Harrison. Ft Harrison railroad over pass should be redone as it is dangerous like it is. All major traffic streets should be blacktopped before the different housing developments are reconditioned. As the major traffic is not in the housing developments. 3rd street from hulman to margaret should be (6) six lane and than (6) six lane from honey creek square down pass the 641 by pass. Fruitridge ave from Ampacet to Hawthorne ave needs to be (4) four laned w/a new overpass on fruitridge ave and than (4) four lane Hawthorne ave to Route 41. This gives a good route around North side. Fruitridge and Blakely Ave signs on Wabash Ave need to be reversed as this is confusing for out of town traffic. There is not going to be any major business move to Terre Haute until streets and railroads are straightened out so there can be good traffic flow and Business can get customers and employees around town in a timely fashion. New Business is needed for a better tax structure. To much tax structure has been lost to the college and hospitals.	Aug 7, 2011 5:06 PM
11	It's a major issue for fire and paramedic people and can be a matter of life and death. It causes problems with people and their jobs. Something definitely needs done about this.. People should not have to sit and wait 20 to 30 minutes for a stopped train.	Aug 6, 2011 1:12 PM
12	I think an overpass needs to be built over the railway at 19th and Margaret because trains are slower and stop frequently. As far as tax dollars go, they've been spent on pointless things in the past. I don't mind when my hard-earned money goe to a purpose.	Aug 6, 2011 9:59 AM
13	Currently live in TH and operate a business here. The trains are simply not that big a problem, especially so when you consider the amount of tax dollars it would require. You are foolish if you truly believe the federal government is going to pay for a big chunk of any projects. They're broke. The truth is, the few minutes I get stopped by a train is a few minutes to catch up on some reading, make phone calls, or update and organize the rest of my workday. Trains actually make me more efficient. In the very rare occasion when an emergency vehicle gets held up by a train, that is resolved by trained dispatchers who should be aware of alternative responders and the nature of the emergency. The "rail problems" in this community pale in comparison to the taxing and	Aug 6, 2011 9:33 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

spending problems in this community and this state. If you want to attack a this problem, you might start by eliminating the bureaucrats at West Central Indiana "Economic Development" District.

14 i have no idea why there are so many tracks in Terre Huate. i lived on the military base in the Hinesville/Savanna, Ga area for 15 years. there are only three tracks that i have ever had to cross in all that area and have only been stoped 4 times in all the years i lived there and i traveled the roads a lot and then i move here and get stuck at least once a day and sometimes 3 or 4 times. and the trains sometimes last up to 45 minutes and they stop and sit on track forever. i would thing living on/near military base that i would have more trains to deal with then here. Aug 5, 2011 8:45 PM

15 Years ago, the late Mayor Pete Chalos brought forth a request to move the switching at 19th and Margaret out of that area to an area that is less populated and has less road traffic. I would like to see this reviewed and evaluated as a possible solution. Aug 5, 2011 6:24 PM

16 There are far to many trains passing through the city hourly. They often disrupt the normal flow of travel for the citizens and visitors of this community. It is very common for a person to have to reroute thier trip to work. After being stopped at a crossing for more than twenty five minutes, I counted the cars that were headed in the opposite direction as myself. When the train had finally cleared the crossing, eighty seven cars were coming at me. That didn't include the ones that were in front and behind me. Nor did it include the ones that got irritated by the inconvenience and chose to find another way around. Trains are a necessary mode of transporting goods but they take a toil on our every day lifes. People drive one or two miles out of their way to get around a train. They cause delays that interfere with our work and family. Added wear and tear on our vehicles and the cost of fuel doesn't go unnoticed. The rail system has gotten a free pass for the sake of free interprise. If I were to start a business that interfered with peoples lives as much as trains do, I would be run out of town on a rail. Hold them accountable for their disruption of business, medical assistance, police runs, fire responses, and every day life. I find it to be one of the critical areas in needed of attention. Tighten up the cities purse strings and put the savings to good use and move the tracks around the city or put up overpasses or underpasses. It will be money well spent and the community will be better for it. If you haven't noticed it has become cost effective for trains to be longer with a lot more cars than when the rails were originally layed. This creates a problem when two trains are headed in the opposite direction. One of them has to pull over to let the other pass. They break one of the trains down in the city and block traffic while doing this. It needs to be fixed. Everyone thinks its a problem....because it is! Aug 5, 2011 5:40 PM

17 I think I said it all above. Aug 5, 2011 5:40 PM

18 I believe that the ridiculous amount of rail traffic in the area has a detrimental effect on the growth of the city and community, and whatever money that is spent to redirect some of the traffic would be well spent. Aug 5, 2011 4:55 PM

19 I should not have to pay MY tax dollars for this inconvenience! this is CSX's problem and they should fix not the city! Aug 5, 2011 4:25 PM

20 My former job required that I drive to an area directly by the 19th and margaret area every Wednesday and Friday morning. Most days (if not all) I was delayed Aug 5, 2011 4:19 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

20 minutes or more which nearly got me fired. There was no other way around the train. One day I waited 45 minutes to pass, and on another day I missed an appointment due to stopped trains. Makes you so angry. I found a new job in a different town (Sullivan) SPECIFICALLY because of the train delays.

21 CSX owes the city and county tons of money from unpaid fines.. They need to be taken to court and forced to pay these fines!! use some of that money that is owed to help pay for this study and even help pay for any work chosen to be completed after this study. Aug 5, 2011 3:50 PM

22 Since moving here and visiting family years ago, the trains have always been here. Could they be a little more city friendly, sure, but Terre Haute has ALWAYS had trains running thru it. Everyone knew 10, 20, even 30 years or more traffic would increase..both cars & trains, at least anyone watching the city grow. When they erected the overpass on 3rd Street, why wasn't there more thought into more overpasses then? Why spend millions moving the rail system that even coming into town, sooner or later either you'll have to cross the tracks (or get stopped by train) or there will have to be "OverPasses" to get into city limits. And who's land are we taking away to move these rails? Too many unanswered questions way way too much money being spent talking about it & "Studies" At least one overpass may have been paid for?? Aug 5, 2011 2:48 PM

23 Noise and vibration emanating from the trains at night, throughout the entire night-time. The trains on the north side of Terre Haute either keep me awake or wake me up so often that I have changed my sleep patterns. I rarely sleep more than two consecutive hours due to trains. Aug 5, 2011 1:58 PM

24 The trains throughout Terre Haute would not be as big of a problem if certain aspects were changed. If the trains consistently kept moving instead of stopping on the tracks for as much as a half hour to an hour, it would be such an inconvenience. Also, the condition of the tracks are deplorable. Between the stopping of the trains and having to come to a complete stop to drive over the tracks, frustration is inevitable. Aug 5, 2011 1:58 PM

25 I mention the left out problem AREAS in the previous comment space, so the only thing i have to add here is.....dont you guys look at maps? Aug 5, 2011 1:02 PM

26 It is extremely frustrating and inconvenient for me personally to be railroaded multiple times in a day or to have to drive all over town & out of my way to get around a train that has stopped on the tracks. I also have concerns about the impact trains have on emergency vehicles traveling to & from accident scenes, fires, etc. If I am the person waiting for an ambulance, fire truck or police to arrive I surely do not want them to be delayed because they were railroaded. It was my understading that trains were supposed to have a ten minute limit on blocking roadways, but I know for a fact I have been railroaded for 20 minutes repeatedly as a train either moved along very, very slowly or stopped completely on the tracks. This often seems to happen during "rush hour" times in the morning and late afternoon when roads are busy with school buses taking children to & from school and when people, like myself, are typically going to or coming home from work. Aug 5, 2011 12:48 PM

27 Our rail issues in Terre Haute do not only disturb daily commutes but also cause issues for daily commerce. Our rail issues have been talked about and talked about and then studied and studied. Unfortunately nothing significant has occured to improve the issue since the last overpass was built. Meanwhile, rail Aug 5, 2011 12:43 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

traffic continues to grow and the issue only gets worse. I am happy this study is occurring and I hope it results in future improvements.

28 I think timing is the key. Especially when it comes to trains that need to be stopped. If a train needs to stop for whatever reason, it should never stop at a crossing. People have to get to work, there are emergencies, Police officers, ambulances. These trains stop in the middle of the street and there isn't anything you can do about it. Aug 5, 2011 12:39 PM

29 Because of the tax cap in this state, the city and county are going to have a hard enough time providing the services needed in this community, where are they going to find the matching funds to move the rail roads out of Terre Haute? Rail traffic is going to keep increasing thru here in the next several years, the short time fix(and probably cheapest) would be a over/underpass on Margaret Ave, especially since they are rebuilding that road now. 8th Ave would be the next place to put an overpass being a direct route to Union hospital, lastly would be maple ave. If there are plans in the future to widen and improve 25th street then that would be a great time to build an overpass there. I've timed trains going past Haley tower and the average is 4 minutes from start to finish, Of course if a locomotive breaks down or an air hose breaks that can tie up traffic just like semi's in all 3 lanes going north or south on 3rd street, or a big wreck on I-70 that causes traffic to detour through Terre Haute. Move the routes for races in downtown and that would fix that problem. ISU and Union hospital have caused more traffic problems by closing part of 7th street, turning 5th street back to 2 way traffic and of course the big rumor ISU wanting to close 1st street for their new football stadium. CSX has but huge amounts of money upgrading the tracks through TH in the last couple of years a they are gonna want to get their money back before they move rails out of town. Indiana Railroad is going to be spending big bucks on their tracks thru TH in the near future. Just where is the City or County going to get the money to move the tracks? Aug 5, 2011 12:33 PM

30 Make RR companys do better timing with traffic such as shift changes, early mourning, noon time, evenings, holidays. Plus RR companys could do more rail and car switching at night or early mourning hours before heavy traffic times. Aug 5, 2011 12:29 PM

31 Overpasses in the most critical intersections are long overdue and could take care of major problems, especially if allowing alternative traffic flows N-S and E-W. Critical to allow better access to hospitals. Aug 5, 2011 12:23 PM

32 The crossings are rough, adding damage to vehicles. Perhaps a great way to save tax dollars is to create a mobile app with the train schedule so em know when the crossings will be blocked. We could easily plan the trip thru town with out gettin blocked. Aug 5, 2011 12:22 PM

33 The switching station at 19th and Margaret is very bad and has blocked that interction for more than 30 minutes which also blocks the Davis drive crossing at the same time. These 2 locations seem to be the one's that continue to block traffic flow. With the price of gas it is very aggravating to have to drive miles out of our way to find an access across the tracks to get to appts on time. Aug 5, 2011 12:18 PM

34 It would just be nice if the trains weren't going through town shortly before 8:00 in the morning, and again shortly after 5:00 in the evening. Aug 5, 2011 11:40 AM

35 Why did we spend all the tax dollars fixing the Blakely overpass instead of leveling it? What is it overpassing? There has not been any tracks for years. Aug 5, 2011 9:42 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

36	coordinate w/ rail co"s for them to use urban area tracks in hours of 1100 to 0600 hrs. if possible. matching funds could stifle other local projects.	Aug 5, 2011 9:03 AM
37	I have lived in Terre Haute my entire life and train crossings have always been a huge issue. I drive a lot through town for my job and usually must give myself ten extra minutes to get anywhere to offset the possibility of being stopped by a train. I am railroaded at least twice per day and often times more. When a train affects my job and my ability to be prompt to appointments and important meetings, there is definitely a problem. While I try to account for this inconvenience, I am still late at times due to the extended amount of time some trains block the tracks. I would love for this issue to be worked on so the traffic flow through our city improves.	Aug 5, 2011 8:52 AM
38	I find the biggest rail problem in Terre Haute are the stopped trains. We live on the southeast side of Terre Haute (Idle Creek) and encounter many stopped trains. This issue would be alleviated somewhat if a person just knew for sure that the train was stopped, for how long, what direction the train was traveling, and what crossings are effected. If you knew that information then a decision could be made as to whether to wait or find a different route. I personally have been delayed 45 min. to an hour by choosing to wait then when becoming frustrated finding an alternate route that is then either already blocked or is blocked again when the train starts moving. My suggestion would be to utilize something similar to an amber alert. Signage at the crossing where the train could convey the above information for motorists. If I knew the above information I could deal much better with the train traffic in the area.	Aug 5, 2011 8:33 AM
39	I get stuck at 19th and Margaret and 13th and Margaret almost on a daily basis. It's ridiculous!	Aug 5, 2011 8:15 AM
40	I don't believe these trains should be allowed to stop blocking public roads not only is it inconvenient for locals to get to and from work but it blocks emergency vehicles from finding getting to their destinations at a reasonable times.	Aug 5, 2011 8:11 AM
41	I don't mind a small amount of local tax dollars going toward this project, but I think the railroad company should be responsible for the overwhelming majority of the cost. It is their company and they are the ones causing the problems by continually stopping trains on the tracks and blocking traffic. I believe I've already incurred enough costs at their expense in extra gas money spent over the years driving across town to get to the other side of blocked tracks. If my property was causing the city problems, I would be expected to incur all costs to fix it. The city wouldn't bail me out. The railroal company should be no exception. This is a project that needs to be done, but I don't think local tax payers should have to incur "significant tax dollars" to help them do it. For years, I have driven the longer way to work because I knew the quickest way would be blocked by a train 3 out of 5 days a week. I've incurred extra miles on my vehicle and used extra gas for years. I think I've already paid my expense.	Aug 5, 2011 8:00 AM
42	It is frustrating to be stopped by a train on the way to church Sunday mornings. Also,although trains have to be somewhere,it seems they travel through the city at bad times...7 -9 A.M when people have to get to work and school, Noon to 1 P.M. when trying to go to and from lunch, and 4-6 P.M. when trying to get home. Also, the guard rails come down early and then take a while to go back up. Someone is always going to be inconvenienced by trains, no matter what action is taken. I have been told that during the heyday on the gangster in the 20s and 30s that the would not commit crimes in Terre Haute because of all the trains,	Aug 5, 2011 7:19 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

they couldn't make an escape. Sounds right. Thank you,

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| 43 | In my area, it creates a problem for school bus routes and just getting to work on time. I normally travel 25th street to get to work. But i usually get railroaded. So I usually have to detour to Fruitridge and end up being late for work. Most of the time it's guess work. The trains that cross 25th between Ft. Harrison and Maple will stop for long periods of time. It's just hard to keep a daily schedule. | Aug 5, 2011 6:47 AM |
| 44 | The these tracks are very rough or wavy yet they keep (temporarily) fixing them and within a matter of months their back to the same as yhey were,before the repair... | Aug 5, 2011 3:33 AM |
| 45 | I know there has been talk of moving the rail lines out of the city limits, but I have a concern. I will be moving into a more country area and would like to know how that will affect people who live on the other side of these rail lines. I am sure there will be many piled together and how will emergancy personal get through? what about noise? I dont really know if I like that idea... | Aug 5, 2011 1:23 AM |
| 46 | All delays at rail crossings are important, especially those blocking emergency access to either hospital. However, with the Mall, restaurants, and entertainment facilities in the South end the majority of traffic would seem to be concentrated on Spring hill, Davis, Hulman, & Margaret Dr. With the effort and money put into the 13th St. extension etc. it seems more thought should be given to making it more user friendly, as per train delays.. | Aug 5, 2011 12:56 AM |
| 47 | I NO LONGER LIVE IN THIS AREA BUT STILL TRAVEL THROUGH THERE FREQUENTLY. THE RAILROADS WERE A PROBLEM THEN AND ARE NOW SOMEWHAT BETTER, BUT THEY STILL COULD BE A WHOLE LOT BETTER. | Aug 5, 2011 12:06 AM |
| 48 | I am aware of the tax dollars needed for this project and will be in favor of it as ong as it will not take more money away from our schools. | Aug 5, 2011 12:01 AM |
| 49 | I have to go to Mattoon, Illinois to catch Amtrak to go anywhere which is around 70 miles from here. Usually, I stay overnight at one of their hotels, Holiday Inn Express or Hampton Inn, and even eat dinner at one of the many restaurants in Mattoon, Illinois. Does the State of Illinois have something going for it with a total of six daily trains that Indiana doesn't? Let's be positive about the trains, has anybody lobbied Amtrak? The CSX north and south line is a major artery for the railroad and eventually goes to Florida. I figured that every time I take the train from Mattoon, Illinois that city gains around \$110.00 to \$125.00 from me. By the way, the train fare to downtown Chicago is \$36.00. One can't park your car in Chicago for that fee. | Aug 4, 2011 11:28 PM |
| 50 | There should be a time limit that a train can stop on a tracks that blocks major roads. We cant avoid the trains but they shouldn't be allowed to sit over a certain time. For people driving east to west, we are left with little access to medical assistance. Hospital and Professional Bldgs. | Aug 4, 2011 11:25 PM |
| 51 | I do not believe that the trains should be able to just stop blocking a road in the middle of the day. Margaret and Springhill are the worst ones, in my opinion, in Terre Haute. | Aug 4, 2011 9:31 PM |
| 52 | you can hardly go from one point in town to another. Chances of being railroaded are high. When you get railroaded delays are often long. Trains stop | Aug 4, 2011 8:44 PM |

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

on the tracks too often for too long.

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| 53 | I have to ask, how many stops in Terre Haute does the RR have or are they just passing threw downtown? Should this be a tax payer program or something the RR should take care of themself? If the system was double tracked by the railroad company and not tax payers how much relief would this provide? | Aug 4, 2011 8:34 PM |
| 54 | One day alone I waited on 7 trains. I wait almost daily on 25th and Maple Ave. Often times you are not only waiting on a moving train but they also stop and don't move at all. One night after work I waited 40 minutes. There is not a easy alternate route around 25th street without going a long way out of your way with the price of gas increasing it gets too expensive to drive out of your way. | Aug 4, 2011 8:12 PM |
| 55 | Anywhere traveling from South-West side to South East side of Terre Haute, Springhill, Davis, Margaret, just to name a few crossings that are personally a pain most days. Many times I have been stopped at Springhill. Most importantly, I have been delayed on more than one occasion by a train that has completely stopped across the track at Davis for over 15 minutes. | Aug 4, 2011 7:57 PM |
| 56 | Railroads getting away with breaking Federal and State Laws on a daily basis! | Aug 4, 2011 7:28 PM |
| 57 | The trains in Terre Haute are very bad especially at rush hour times to get to and from work and it is very frustrating to get around them sumtimes and they stay stopped for very long times | Aug 4, 2011 7:02 PM |
| 58 | The rail traffic in terre haute make it very difficult to plan appointments..work..shop..etc..or any local travel that is needed... i am amazed that emergency related problems was not enough to bring this serious issue to a halt for Change!! | Aug 4, 2011 6:18 PM |
| 59 | I don't really have a problem with the trains when they are moving at a decent speed. When they are going slow, stopped on the tracks, and backing up can make me frustrated. | Aug 4, 2011 6:14 PM |
| 60 | everytime you turn around them rail arms are coming down alot of time they are malfunctioning and theres no train, but still its a hassle | Aug 4, 2011 6:14 PM |
| 61 | You wanted them then, why not now?? Why not figure out WHY there is congestion/delays rather than a blanket MOVE THE TRACKS. Could a simple schedule change work. Could moving a yards area work. Use your brains not our tax dollars! | Aug 4, 2011 6:07 PM |
| 62 | The problem lies with the railroaders that switch out the boxcars at the corner of 19th and Margaret. They block the crossings while moving boxcars from one track to the other. The conductor could easily back up an extra 20 feet and let the cars gobut they rarely do. Also, trains going north that are meting southbound trains at the CSX yards, are blocking Margaret and Davis when they could hang back until the southbound train arrives. I'm a retired railroader so I fully undrstand what is going on. | Aug 4, 2011 5:04 PM |
| 63 | Why are we going to have to pay for it? We already pay enough for the local roads now. Taxes are high enough. | Aug 4, 2011 5:02 PM |
| 64 | If the people would just realize how important the rail operations are to industry here in Terre Haute, they would be less inclined to gripe about it. They certainly | Aug 4, 2011 4:58 PM |

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

wouldnt want to pay for the expense of diverting all the train traffic. I for one realize that it is important to keeping jobs & industry alive & well here in Terre Haute. Go somewhere where there is no train traffic & I guarantee there is not a job to be found. Yes, I have been hung up quite a few times by trains, but the plus far outweighs the minuses.

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| 65 | It is ridiculous how many times a week that I get railroaded at 19th and Margaret. Many times, the engineers jump off the train to go to the bathroom and get snacks and drinks at Jiffy Gas station, while the train holds up the traffic for 30 to 60 minutes. Then, I waste all of my gas driving down to Hulman, Washington, or College to get through to the other side because I get sick and tired of waiting for the train to move out of the way! Something needs to be done about 19th and Margaret and they need to take out the stoplight, too! It is such a waste of time and money! | Aug 4, 2011 4:51 PM |
| 66 | There is a huge problem with the trains stopping and clogging up traffic at 19th and Margaret. I drive out of my way so that I do not use Margaret just because of the trains. Also, Terre Haute has a variety of tracks that are in bad shape, including the tracks at Fort Harrison and 25th St. Everyone knows Terre Haute has a train problem and it needs to be fixed. People have to leave 20 minutes earlier to get to work on time, and that is ridiculous. | Aug 4, 2011 4:46 PM |
| 67 | college by homie's bbq is a bad track too. | Aug 4, 2011 4:44 PM |
| 68 | Just keep in mind, the trains were here long before the roads! | Aug 4, 2011 4:43 PM |
| 69 | The amount of rail accidents is concerning as well. | Aug 4, 2011 4:07 PM |
| 70 | I wouldn't mind spending a few extra tax dollars to fix the train problem in Terre Haute. I have been stuck at a rail road sometimes for as much as 20-35 minutes. | Aug 4, 2011 3:36 PM |
| 71 | South east side is horrible. The by-pass is great but we need something to go over or under the tracks. I have missed appointments and have backtracked all the way back over I-70 to miss the train. We are looking to move south and no longer be east due to this issue. **I have been in the Terre Haute area since the early 1990's. I have attended ISU for undergraduate and graduate studies. For this town to keep residents something has to change. | Aug 4, 2011 3:21 PM |
| 72 | Trains seem to run through Terre Haute more often during high traffic times such as the morning and evening commutes. Although, I have been stopped at the North High School tracks at all times of day and night. The main concern should be how often police, firefighters, and ambulances are delayed. | Aug 4, 2011 3:09 PM |
| 73 | The trains in this town have become a real pain in the you know what. Margaret and 19th are deplorable. I feel sorry for people that need to get to a hospital and are on the wrong side of the tracks. It's bad enough when they are moving, but when they stop it is beyond ridiculous. We need another overpass, preferably on 19th and Margaret. | Aug 4, 2011 2:51 PM |
| 74 | 19th and margaret is ridiculous..trains are there periodically and there needs to be an underpass/overpass built to accomedate this nonsense. I myself would vote for a tax increase for such a project and I'm an avid tea party supporter. | Aug 4, 2011 2:49 PM |
| 75 | I live on College Ave. near the tracks- 3700 block of College. The trains that | Aug 4, 2011 2:28 PM |

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

come through late at night lay on there horns way too long, almost like it is on purpose. Then during the day its just a few little beeps. I see no reason for this. With the light on the train and at the crossing it is much easier to see a train at night. And the train problem wouldn't be as bad if they didn't sit for such long periods of time. I would love to get back a fraction of the money I have wasted in gas waiting on trains. But at least when I am out of town and tell people where I am from they have more than just the smell to talk about.

76 Studies have been done and redone, but nothing seems to ever happen. Please DON'T spend any more money if this is just another study! Aug 4, 2011 2:23 PM

77 I think that the commissioners, mayor, and other public trough feeders should take a cut in pay and help the hard working people in this community instead of the little guy doing it all. Also let the railroad help out and do more than matching funds. Aug 4, 2011 2:01 PM

78 Luckily, I've moved to the south end of town just past the new 641 bypass so I'm not faced with the train issue as much as I was in previously. But it seems that I still manage to get railroaded occassionally, even though I don't cross tracks as often as I used to. The bottom line is everyone should expect to get railroaded occassionally by MOVING trains. I don't think that is what upsets people and, if moving trains do upset people, they need to learn that that is reality. The issue in Terre Haute is getting railroaded by trains that are STOPPED or coming to a stop. If we can eliminate (or even reduce) the number of stopped trains across these RR crossings, people will be much happier. So, in closing, attack the REAL problem: STOPPED TRAINS. Thanks! Aug 4, 2011 1:48 PM

79 Tracks are allowed to become much too rough before repairs are made. Aug 4, 2011 1:46 PM

80 I think you are looking at it the wrong way. If you build good working relationships with the railroad companies and show you are willing to work together a lot of these problems can be worked out. A lot of the issue is the time the trains come through town. Say no freight trains in town from 6am to 9:30am, and then no trains from 3:30pm to 6:00pm Monday thru Friday. Or no long trains between those hours. But don't get rid of them all together, I think a public railway could be very good for Terre Haute and the surrounding communities. I think it is something to think about. Thank you for listening. Aug 4, 2011 1:19 PM

81 I spend an average of 3 hours a month waiting on slow or stopped trains blocking traffic. On 8/3/11 I sat for 33 minutes waiting on a stopped train that was blocking 25th Street. The time the blockage began was 3:54 pm. I finally managed to turn my car around at 4:23 pm and use a route that added 5 miles to my travel route home from work. To make the situation even more frustrating were two points...1 it was the last 3 cars of the stopped train blocking the crossing and 2 another equally long train traveled through the same crossing during that time. I cannot help but wonder how many medical emergencies in the northeast area of town have been exacerbated by trains slowing the response time of emergency personnel in transporting patients to the hospital. Aug 4, 2011 12:53 PM

82 Lafayette, Indiana solved their railroad problems years ago. Learn from them. There's no reason the same cannot be accomplished here in Terre Haute. Very little train traffic stops in Terre Haute to deliver or unload product. Find a way to REROUTE this traffic around the city. Don't stop working on this issue until it's completed. This is very important to the future of the city. Aug 4, 2011 9:27 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

83	Although the train tracks do cause some congestion within our city, with the economy as it is today, this should be one of our lesser concerns. Proper maintenance of the rails by the companies should be much better than it is today. Perhaps all tracks be monitored and checked regularly within the city and county would be wise. With a code developed that those companies repairing the tracks should follow, perhaps we can prevent the tracks becoming almost impassable shortly after they have been repaired. I don't know what the state mandates the rail companies to follow for maintenance, but it seems they really don't care how bad the tracks are to travel over. If they have to hire companies to do the repairs, they should be monitoring the reconstruction of those repairs and follow up with the repairs later. Poor reconstruction, using faulty materials and ignoring once the repairs are made seems more costly to the companies as well as those traveling across the tracks. Should we be taking the brunt of their lack of maintenance? I think not. The burden of our problem lies within the railroad companies, not the cities and counties to find a way around the transportation system.	Aug 4, 2011 8:33 AM
84	Create specific industrial/commercial parks for businesses that require rail access, on the fringes of the community, with TIF or other economic development financing incentives. Encourage new development and relocation assistance for those needing to move. Over/underpasses require too much space and are disruptive to local neighborhoods and retail/commercial districts. Also combine adjacent rail crossings for the different rail companies to reduce the required number of stoppages.	Aug 3, 2011 3:19 PM
85	Congestion and delay locations are few with the exception of railyard/.crew switching areas such as those at 25th and Maple, and 19th and Margaret. The location of 13th and 8th Avenue is more problematic given the total overhead traffic and the loss of emergency access to Union Hospital, but this cannot be cured and only partially addressed in the absence of massive public/private investments. The expenditure of significant federal and/or local tax dollars in the form of matching funds or non-matching funds would generate only marginal economic returns for the overall transportation system unless they were directed to safety or railroad operational improvements. Taxpayers should not pay for the operational efficiency problems of a billion dollar Fortune 500 company with global reach.	Aug 3, 2011 2:14 PM
86	The city should require the rail companies to install concrete crossing at all of the crossings.	Aug 3, 2011 2:06 PM
87	Something needs to be done about this. Giving them a ticket obviously doesn't work. The problem's only gotten worse. This is a serious inconvenience to people trying to do business in or just trying to get around in this town.	Aug 3, 2011 11:09 AM
88	OVER PASSES SHOULD BE BUILT AT MARGARET AVE AND 19TH STREET ALSO AT 25TH AND FORT HARRISON.	Aug 3, 2011 11:00 AM
89	The trains are crazy - I am stopped EVERY time I leave my house to go to work on the base. I can't get anywhere without being stopped by a train. Thanks for all you are doing to remedy this problem! :)	Aug 3, 2011 10:45 AM
90	AT this present point, the only east/west overpass(over north/south bound trains) is Interstate 70. There really needs to be another overpass near the south end of town!	Aug 3, 2011 10:41 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

91	I would like to see a shft in the hrs that trains pass through the town. Lunch time you can be late if you get caught on wabash by a train.	Aug 3, 2011 10:20 AM
92	At least one over or under pass in the problem area would eliminate concerns for emergency vehicles and medical personnell reaching hospitals for urgent needs.	Aug 3, 2011 10:14 AM
93	I know it's a problem. But I don't want to see the tracks re-routed to the country roads. I travel country roads to avoid traffic. Getting railroaded on the country roads wouldn't help me at all.	Aug 3, 2011 9:57 AM
94	Good Luck in Washington!!!	Aug 3, 2011 9:00 AM
95	My concern is more about the damage to my car then the traffic. I am a patient person besides, i have lived here long enough to add time to all my travels "just in case" but i can't afford to repair my car indeffinatly due to damage caused by rough transitions across the tracks.	Aug 3, 2011 8:45 AM
96	The City and the railroad and the State and the federal Department of Transportation wre all on board with the underpass at 19 th and Margret 8 years ago what happened.	Aug 3, 2011 8:29 AM
97	I believe the railroad is responsible NOT the taxpayers!	Aug 3, 2011 8:15 AM
98	Fix the mess at 19th/Margaret. Thank you.	Aug 3, 2011 6:23 AM
99	have personally seen several time a train stop at 25th and ft harrison and the operators get out and go into caseys gas station. ask around-it happens	Aug 3, 2011 5:06 AM
100	There needs to be more over passes or underpasses installed to help traffic flow throughout the city. Not only for commuters, but for emergency personnel too.	Aug 3, 2011 1:54 AM
101	They sit too long, blocking traffic.	Aug 2, 2011 11:11 PM
102	With the east side of Terre Haute growing and is going to grow at a rapid pace, I feel we need to make it easier to get from the west to the east. I70 is getting more and more congested I understand the plans of Margaret Ave from Hwy63 to Hwy46. Unless we do something about the rail crossings the four lanes will not be that much of a benefit to anyone. With the 641 bypass that will make it easy enough to get from the south end to the east end, but what about the north end to the east end? Overpass, underpasses, I don't know but there is alot of money being spent on roads and nothing would be more beneficial then doing something about the trains. Thank you,	Aug 2, 2011 9:48 PM
103	Sitting for a train for a couple of minutes is not a problem. The issue is that the trains often sit on the tracks for 15 minutes or longer. If there were an emergency, the fire, police, and ambulance would not be able to get through. The trains cross multiple intersections. One evening I had to travel over a mile in order to get around a sitting train.	Aug 2, 2011 9:30 PM
104	DO NOT raise local taxes!!! Make some of the businesses help pay for it!!! Quit giving the rich the tax breaks and making all the middle class pay for everything!	Aug 2, 2011 9:15 PM
105	Congestion, trash and tall weeds that go unnoticed by the Railroad and rough tracks.	Aug 2, 2011 7:13 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

106	The trains just sit on Margaret & Davis, one of these days, someone is going to loose a life because the train was blocking the tracks. One evening, Springhill, Davis & Margaret were all blocked for over 30 minutes. I think there should be an overpass on Margaret @ 19th street.	Aug 2, 2011 6:51 PM
107	This problem should have been address over 20 years ago. It was an issue then, and continues to be an issue now. Considering both of the Terre Haute hospitals are on the west side of the North South tracks, one wonders how many emergency response vehicles have been delayed trying to find a route to their destination. It is a huge inconvenience when the trains are stopped during a typical rush hour time such as between 7:30am - 8am and 4:30pm - 5:30 pm.	Aug 2, 2011 6:46 PM
108	The tracks at 1st an Hulman St. need FIXED!!!!!!!!!!!!!!!!!!!!!!	Aug 2, 2011 6:36 PM
109	We really need an overpass so we can get around or over the trains.I've seen many emergency vehicles that have to wait also.We have so much train traffic it's crazy not to have more overpasses.	Aug 2, 2011 6:21 PM
110	There are many spur line crossings that are in terrible shape. The ones that come to mind the most are at the IN63/1st Street/Hulman Street intersection and the Ampacet service track at the bottom of Shrine Hill on Steelton.	Aug 2, 2011 6:15 PM
111	East - West travel in Terre Haute is a real concern due to rail traffic (From Washington to Springhill)	Aug 2, 2011 6:14 PM
112	The City needs to find a way to force the railroad to pay the fines they already owe and all future fines. If any individual owed the kind of money the railroad does they would be in jail, lol.	Aug 2, 2011 5:44 PM
113	1. Fixing the crossings (CSX's responsibility). 2. Citing the trains for long stops with a significant dollar amount so it actually matters to the Railroad companies to minimize the blockages at crossings. Obviously they are not being hurt by the current citations or citations are not being issued. 3. Horns blasting unnecessarily and repeatedly when crossing arms are already down and the train is past the crossing.	Aug 2, 2011 4:43 PM
114	Waiting on a train is no different than waiting on a traffic light. The real problem is the general populations lack of patience. Dedicating taxpayers money to alleviate the minor inconvenience of a railroad crossing is ridiculous. There are other causes more worthy to use these funds for. I would be willing to bet that if unemployed women switched to decaf, there would be no public complaints!(HA!HA!). But seriously, I have been driving to work for over twenty years east on Hulman from fourth street and if I see a train at fifteenth, I take an alternate route or just wait if it is moving. Most people who complain in the paper do not have the common sense to alter their response to a given situation, probably tea-party members(lol). Just make sure all crossings have operating flashing lights and barricades, and tell people to listen to some music, relax, and the train will be by in a couple minutes tops. It is a situation to be accepted, not a situation that calls for an increased tax burden.	Aug 2, 2011 4:35 PM
115	I have many times been late getting from work to my home or children's school resulting in my young children waiting at school or being dropped off by the bus to an empty house which is frightening for me and them both. I leave my office with more than twice the amount of time that it takes to get from one place to the other just in case I get railroaded. I am frequently late even with that extra	Aug 2, 2011 4:14 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

padding of time because of trains stopped or moving very slowly and having to go very far out of the way to try to get back home. The opposite is also true, I am frequently late to work because of stopped/slow trains, even though I leave my home in more than plenty time to get there. I also worry about fire/rescue vehicles being able to get where they need to be in a timely manner. The thought that someone could lose their home, their life, or suffer a permanent preventable debilitation due to an ambulance, police officer, or fire truck not being able to get to them is frightening. That is the thought I have every time I see a slow or stopped train. I have seen ambulances that have had to re-route and go in the opposite direction of the hospital just to get around a train and I wonder what damage is being done to the person inside that ambulance, if they are losing blood, or if they are having a stroke, or some other type of emergency that needs immediate attention they can't get because of having three parallel roads blocked preventing the ambulance from getting through. I also worry about traffic accidents because of traffic being so backed up that it is blocking intersections and people trying to get around, or get through.

116 Please follow what other major cities in Indiana have done to limit traffic congestion from rail road crossings. I know the city of Lafayette/West Lafayette recently completed their line relocation about 10 years ago, and Evansville area has significantly removed/relocated many of their lines as well. Aug 2, 2011 4:13 PM

117 The tracks in downtown Terre Haute and on the campus of Indiana State University are very problematic and unsafe. Priority 1 has to be the East and West tracks running through the Indiana State University Campus. These tracks have limited the ability to expand north toward Union Hospital. The Indiana State master plan does not call for expanding into this area, however the RHIC Master Plan does call for expansion into this area. If you are eventually going to "hope" that students will travel that RHIC corridor then this track needs to be removed. As it is kids cross the tracks daily to get to and from class. Thank you for taking the steps to resolve this problem. Aug 2, 2011 4:02 PM

118 If the city would get a backbone and make the railroad companies pay the tickets that are issued to them for blocking a rail road crossing most of the projects could fund themselves. Furthermore. If the city would ticket each crossing (As stated in the IC code) where a train has it blocked it would generate more revenue from the tickets. The train problem could be fixed real quick. Arrest the conductors of the trains for blocking the railroad crossing like they did in Vincennes and the some of this problem will take care of itself. But again, the city tells its officers not to do that? Why? Becuase they dont want to have to deal with the issue. This issue can be resolved without using millions of dollars of the taxpayers money. Its called having the city attorney as well as the police do their jobs as it states in the IC code. MAke the railroad companies pay their fines in a timely manner. Its really pretty simple! Aug 2, 2011 3:56 PM

119 It is a common occurrence to be railroaded on my way to work, and as I move around town related to my job. It is incredibly frustrating to never know how much time is enough time to get somewhere. One day 20 minutes is plenty of time, another day you can be railroaded for 10 minutes as a train stops on tracks somewhere on your route and you end up late. When guests visit Terre Haute, we have to joke about this problem a great deal, but it is not something that draws people to town! There are many tracks around town that are terrible for a car to go over.....one that comes to mind is on Maple Avenue, past 25th Street. There are many on South Side which are terrible as well (along 1st street, etc.). Aug 2, 2011 3:48 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

120	Three carefully thought out overpasses would help tremendously. Or, elevate the tracks through town. Going around the city may prove to be the most expensive.	Aug 2, 2011 3:39 PM
121	Having to go over rough railroad tracks everyday - everywhere in Terre Haute can really put wear and tear on a vehicle. I would like to see railroad tracks / crossing kept up better instead of having to drive 3 miles an hour to avoid damage to my car.	Aug 2, 2011 3:03 PM
122	Instead of spending all this money on survey's and other types of research the city could have built overpasses years ago. I'm sure the taxpayers would have been more than happy to vote on having overpasses built in the city.	Aug 2, 2011 2:57 PM
123	If the trains cannot be rerouted they need to move at a great pace when going through town! the 15-20 min (sometimes much more) wait is ridiculous. causes people to be late for work. causes unsafe conditions as people start turning around when stuck in traffic.	Aug 2, 2011 2:10 PM
124	Aside from being railroaded several times a day, I have also popped my tires many times on the railroad tracks. It is very frustrating to drive as slowly as possible over tracks that is still tearing up our cars along with so many others simply by driving over them ever so slowly. Tracks are extremely bad in Terre Haute and it is a big problem. Tracks located at 1st and Hulman are extremely bad and anyone located in that area.	Aug 2, 2011 2:08 PM
125	The congestion causes wrecks and damage to cars.	Aug 2, 2011 1:41 PM
126	The trains are a problem in Terre Haute, but there are many other issues to focus on first. If there is room in the budget it would be nice to be able to drive through town without being "rail roaded".	Aug 2, 2011 1:40 PM
127	The train problem is horrible it needs something done.	Aug 2, 2011 1:35 PM
128	The timing of the trains coming through (and usually stopping) always seems to be during peak travel times for people going to and from work. It seems that, at the very least, this could be addressed.	Aug 2, 2011 1:35 PM
129	trains do not run at exact times and I have been late to work or nearly late. I need my job and leave plenty early but still occasionally find myself having to find an alternate route to work sometimes having to bend the speed limit. I wonder how this might effect a fire truck or ambulance that is in route to a potential life or death situation. Why cant the trains go over head to maintain a route for work commuters and emergency vehicles. Just a thought. Downtown or Springhill area I get detoured by trains its really aggravating. Thanks for asking my opinion I hope you come to a decision soon and that the work doesn't take forever. Maybe pay the workers by the job and not by the hour, might motivate them to get done in a timely fashion.	Aug 2, 2011 1:33 PM
130	I don't understand why overpasses cannot be built like they were on first street to help with the congestion of traffic due to trains. Also half the time, trains come to a complete STOP, blocking the tracks for several minutes at a time and I've noticed usually they are just one or 2 cars shy of cleaing the "intersection" which would allow cars to move on through. This is so frustrating! Also, ALL of the traffic signals in Terre Haute (esp the Ft Harrison/Lafayette Area) need to be checked to be sure they function properly. It is against the law to go through flashing lights, but SO OFTEN the lights flash when there is not a SIGN of a	Aug 2, 2011 1:31 PM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

	train. I have seen lights flashing (with no train) on my way to work and at the SAME spot on my way home 8 1/2 hours later! That is just ridiculous! We can drive to Indy, Greenwood, Avon, etc and NEVER get railroaded, so WHY is it a constant problem in Terre Haute? I've been stopped as long as 15 minutes at a time and that is way beyond necessary! Thank you for checking into this problem...as it causes headaches for the citizens of Terre Haute on a daily basis.	
131	I think moving the tracks will never work, but over pass or under pass structures would.	Aug 2, 2011 1:31 PM
132	It bothers me to think that the rail traffic takes preference over vehicle traffic and that the trains could cause fire departments, police and EMTs to not be able to do their jobs because they're stuck waiting on a train. It's happened before here and I'm really surprised that people don't complain more about it.	Aug 2, 2011 1:30 PM
133	We liive just north of Fruitridge and Hulman and there is a track just north of the woods behind our house and the noise is unbelievable. I understand that they have to honk their horns to alert drivers and during the day I don't mind, but when that train comes through at 3 am and is LAYING on the horn for a good solid 5 minutes (even more so than during the day), it's uncalled for. Without fail, it wakes my three year old up and has her terrified of trains. I can't even get her overnight potty trained because everytime that train wakes her up and scares her to death, she wets her pants. There is no need for it to be that loud or that constant. It's almost as if the operator wants to wake everyone up within a 5 mile radius. Something needs to be done about it.	Aug 2, 2011 1:30 PM
134	why can't the north south lanes be moved over to the east end of town east of North High School? most of the tracks are connected around that area. It would keep the streets clear I would think.	Aug 2, 2011 1:29 PM
135	Railroads mean business -- bringing product into the city and hauling it out. I would like to see the city embrace its railroad heritage. I'd like to see passenger trains return to Terre Haute, perhaps even hi-speed rail.	Aug 2, 2011 1:28 PM
136	3 or 4 overpasses and the closing of small (less traffic) streets that cross the tracks would nearly eliminate car train collisions,and the ease of movement through the city would increase chances for development. I would rather see the money spent for this,than for extending roads to shopping areas so that local businessmen can increase their wealth at the cities expense. I refer to Former Mayor Burke and the Gibson family.	Aug 2, 2011 12:29 PM
137	Lafayette Ind. moved every rail out of the congested areas in town.	Aug 2, 2011 12:23 PM
138	The trains are frequently stopped for a long period of time; sometimes 30 minutes or longer. It's become ridiculous! This is not only a problem for the public but the emergency vehicles as well. I know I don't want to be having a heart attack or a fire at my house and worry that the emergency vehicle is having difficulty getting around a stopped train to help me.	Aug 2, 2011 12:03 PM
139	How can we make the rail problems, the railroads problems? They should share the cost or we should get proactive about forcing them to comply with laws. I understand they simply don't care when they block our tracks, but why can't we do the same thing back to them. A form of protest.	Aug 2, 2011 11:52 AM
140	Not enough information from the survey so far to ask any ligitimate questions	Aug 2, 2011 11:52 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

until this moves forward.

- | | | |
|-----|---|----------------------|
| 141 | THE MOST FEASIBLE HELP TO THIS PROBLEM WOULD BE AN OVERPASS AT 19TH AND MARGARET AND 14TH AND MARGARET. THIS WOULD ALLOW LOCAL TRAFFIC TO USE AN ALTERNATE SURE ROUTE FOR THE EAST SIDE OF THE COUNTY TO GET TO REGIONAL HOSPITAL, HONEY CREEK SQUARE, SOUTH HIGH SCHOOL AND ALL THE BUSINESS IN THE SOUTH END. THIS SHOULD BE DONE BY BRIDGE OR TUNNEL WHICH WOULD REQUIRE LESS LAND TO BE ACQUIRE THAN AN EARTHEN OVERPASS. THERE HAVE BEEN PLANS TO ADDRESS THIS SINCE BEFORE 1967 AND MANY OPPORTUNIES HAVE BEEN LOST TO REASONABLY ACQUIRE LAND THRU THE YEARS. SEEKING TO RELOCATE RAIL LINES IS FOLLY. THE ECONOMIC IMPACT OF THE RAIL LINES IS ALREADY ESTABLISHED AND NEW RAIL LINES WOULD DEVALUE HUGE AMOUNTS OF LAND AND WOULD REQUIRE EXHORBITANT AMOUNTS OF MONEY TO BUILD NEW LINES AND WOULD STILL NEED THE ACCESS PROBLEM ADDRESSED. THERE SHOULD ALSO BE BRIDGE OR TUNNEL AT 19TH AND MAPLE AVE AND 16TH AND MAPLE FOR THE SAME REASONS OR 25TH AT FT. HARRISON AND FRUITRIDGE AT DADC. | Aug 2, 2011 11:31 AM |
| 142 | The rail problems are terrible! The worst part is that it seems that the railroads run trains through during our rush hours!! The trains are bad at noon time and particularly between 5-6:30 pm! And the worst ones are the ones that park! There have been multiple times IN ONE WEEK that I have spent 20-30 minutes stuck behind a parked train. I have been railroaded by two trains (one in front, one behind me on Davis Ave) multiple times. Trains are a gigantic headache and nuisance. I am honestly surprised that there aren't people hurt because fire/police/EMS can't get to them thanks to these trains! I wish there were a way to charge the train companies for when they park the trains and block the road. Like, we should be able to charge them per minute that the cross-arms are down. Maybe if the arms are down for 0-5 minutes they don't get charged anything. 5-10 minutes are \$20 a minute. 10-15 minutes are \$40 a minute, 15-20 minutes could be \$60 a minute, and anything over 20 minutes is \$100 a minute. Then take the money and put it in some fund to help repair roads or fund after-school things for kids or something! I know the charging thing isn't feasible, but something has to be done about these trains. They make it hard to go anywhere on any kind of schedule in this town!! | Aug 2, 2011 11:13 AM |
| 143 | This should have been done 30 or 40 years ago! This railroad problem has been an issue for decades. Probably the money I save in gas could go towards the program. | Aug 2, 2011 10:49 AM |
| 144 | For me the problem is not just the stoppage of traffic while trains pass through town. The crossings are consistently in disrepair and are causing undue wear and tear on all vehicles that have to pass through crossings. | Aug 2, 2011 10:27 AM |
| 145 | I don't think adding traffic lanes to Margaret Avenue will help the congestion at 19th. The only thing that will help is either an underpass or an overpass. Thanks for asking the public for their input. | Aug 2, 2011 9:43 AM |
| 146 | The trains are a part of life no matter what area you live in but, when your are waiting 30 to 45 minutes or sometimes long that gets old. When you see a fire truck waiting to get to a fire for over fifteen minutes thats a matter of life or death. | Aug 2, 2011 9:28 AM |
| 147 | Due to the high amount of rail traffic through Terre Haute emergency serveces | Aug 2, 2011 9:21 AM |

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

are greatly affected regarding their response time to an emergency situation. Whether it be police, fire or ambulance service the longer response time can be the difference between life and death or serious harm to persons or property.

148 The railroad seem to think they are above the law. If the problem was reverse, they would have fixed it long ago. Aug 2, 2011 9:14 AM

149 I did not rate some of the areas in Question 5 because I do not travel those areas very frequently and do not have personal knowledge of the issues. I live in the Riley area and work downtown, therefore, I need to get east and west frequently. The RR that crosses at 19th & Margaret is by far the worst crossing I encounter. When the train stops on the tracks blocking Margaret & Davis, you have to travel all the way down to Springhill or Woodsmal to cross- that is crazy! Or...travel back to Hulman to go south to Riley - that too is crazy. I don't think the problem would be as severe if the trains did not STOP on the crossings blocking intersections. If the train is moving - you can expect to sit for 5-15 minutes. While that is still an inconvenience, you can see an end in sight and can wait it out. When the train STOPS on the track - you have no idea how long it has been there or how long it will be there. Do you wait it out and possibly sit there for 40 minutes? Do you U-turn and attempt to find an alternate route? There really needs to be an improved way to get east & west across the City other than I-70. Aug 2, 2011 9:09 AM

150 some of the crossings are horrible such as 1st@hulman also beside chrysler dealer east@west Aug 2, 2011 9:03 AM

151 Overpasses at 13th/8th avenue and 19th and Margaret will help. Another possibility is one on Wabash and one on 7th. Relocating the east west corridor is not going to be an option due to the bridges, but rescheduling trains more toward evening time is a great possibility also. Aug 2, 2011 8:26 AM

152 I CAN TRAVEL ON ALL THE ROADS OF THESE UNITED STATES AND MY CHANCES OF BEING RAILROADED IS SLIM UNTIL I DRIVE IN TERRE HAUTE. AS A CHILD LIVING IN THE NORTH END I DIDN'T YELL AT TRAINS TO HONK BUT GAVE THEM THE FINGER AS ALL CHILDREN TRYING TO GET PASS SO I WOULDN'T GET BLAME FOR BEING LATE AT SCHOOL. NOW LIVING IN THE SE PART OF TOWN AGAIN I STILL HAVING TO PUTTING MY FINGER IN THE AIR FOR THE TRAINS IN THIS AREA. IF THE FINES FOR BLOCKING CROSSING SUCH AS 19TH/HULMAN ST WAS RAISED FOR THINGS AS PUTTING NEW CREWS ON AS IT HAPPENS DAILEY AT 19TH/HULMAN. YOU CAN SEE THE CREWS GATHERING THERE EVERY DAY SO THEY CAN CHANGE CREWS WITH THE TRAIN STOPS AND BLOCKS TRAFFIC. THEIR IS NO PAIN INVOLVED FOR A PAYING A SMALL FINE THEY PASS THIS FINE OFF AS BUSINESS AS USUAL. THEY CHANGE TRAINS CARS DAILEY ON THEIR TRAINS BLOCKING THE 19TH/MARG. INTERSECTIONS AND OTHER INTERSECTIONS DAILEY. AS A POLICE SHIFT COMMANDER I HEARD ALL THE COMPLAINTS AND SMALL FINES FOR BLOCKING CROSSINGS IS NOT THE ANSWER. PUT SOME TEETH INTO THE FINES AND MAYBE THE TRAIN COMPAINIES WILL START TREAT OUR PROBLEM AS THEIR PROBLEMS NOT JUST A PRICE TO PAY TO DOING BUSINESS. Aug 2, 2011 8:13 AM

153 While I, personally, do not get stopped by trains a lot, just last night I was stopped and on the other side of the tracks was a fire truck waiting to get across on it's way to help someone. That was scary. Also, Terre Haute is such a great Aug 2, 2011 7:25 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

	city that to relieve the traffic congestion from trains would only make the city more attractive to businesses and more friendly to locals. Finally, while an inconvenience, no doubt, having such a healthy rail system in town is reassuring to me. It reminds me of the traditional values and basic work ethic that characterizes Terre Haute.	
154	Closing the tracks on 7th street near Margaret was a good idea unfortunately 7th street is still a problem with the train traffic being directed to the tracks behind Helen Avenue. This was a temporary fix not a long-term solution. With potential construction on Margaret, increased traffic on 7th (people avoiding 3rd Street) it will become impossible for people living south on Helen Avenue and south to travel north or to travel south when there is a train on the Helen tracks.	Aug 1, 2011 5:48 PM
155	Trains cause a major problem for emergency personal.	Aug 1, 2011 5:13 PM
156	Trains stopping at 19th and Margaret and sitting for several minutes are being ticketed but continue to do so anyway. Fines need to be increased to discourage this.	Aug 1, 2011 4:18 PM
157	Rail problems need to be addressed because rail traffic will keep increasing.	Aug 1, 2011 4:07 PM
158	Really, it depends on whether the trains stop on the tracks. Where I see that the most is around 19th & Margaret, I guess it happens at the other areas as well. Isn't there some place outside of town where the trains can pull over and stop?	Jun 30, 2011 8:25 AM
159	Problem will not be solved until a new rail yard is built to eliminate the three existing yards in Terre Haute - especially the Baker Yard.	Jun 30, 2011 7:01 AM
160	Baker could be moved to Pimento.	Jun 29, 2011 2:07 PM
161	besides traffic stops, a rail problem this city has is a lack of access to commuter rail. I like train travel.	Jun 29, 2011 1:49 PM
162	This city grew with the help of the railway system and part of its continued growth and economy depend on the railway system. The rail system was here before everyone had access to personal motor vehicles. We need to support modifications and improvements to the system. We depend on it.	Jun 29, 2011 1:32 PM
163	Possible solution to ISU congestion pedestrain elevated crosswalk.	Jun 29, 2011 12:11 PM
164	This effort toward planning will be a positive move for the future success of the Terre Haute community. I hope it happens.	Jun 29, 2011 12:02 PM
165	Possible danger exist with trains hauling chemicals and explosives and derailis occuring in city could cause bad circumstances. Right! More reason to do something.	Jun 29, 2011 12:00 PM
166	solving problem in metro area.	Jun 29, 2011 11:58 AM
167	Time it takes for stop/start for switching.	Jun 29, 2011 11:55 AM
168	Simply knowing what the trains are about to do would be a great help. Moving N or S, moving E or W etc.	Jun 29, 2011 11:51 AM
169	There is no reason to 4-lane Margaret Avenue, if the train delays are not	Jun 29, 2011 11:49 AM

Q1. Using the space provided below, please share any other thoughts or concerns you have about rail problems in this community.

	reduced at 19th and Margaret. With the money already involved in this expansion Margaret Avenue crossing should be a priority.	
170	Public education of what is involved just to move a train. (FRA regulations)	Jun 29, 2011 11:47 AM
171	Consider a pedestrain overpass along ISU corridor.	Jun 29, 2011 11:45 AM
172	That they never will be solved.	Jun 29, 2011 11:43 AM
173	I agree with the priority areas stated. However, noise from train crossings at Poplar and through Deming Park is significant to residents in Edgewood Grove and on Ohio Blvd. Also, dangerous to run a train through a city park.	Jun 29, 2011 11:39 AM
174	What about a comprehensive solution. Rail traffic bypass, road traffic by-pass - economic development. Build a modern intermodal facility outside town.	Jun 29, 2011 11:35 AM
175	The biggest concern is for emergency personnel getting through. If you have to get somewhere in town you can choose less RR congested areas.	Jun 29, 2011 11:33 AM
176	The conditions and the upkeep of the rail crossings are terrible. I think this combined with the delays people have to face create the most frustration.	Jun 29, 2011 11:30 AM
177	Build a Wabash Trench Model like Reno, Nevada. Corridor N-S traffic North of Old Mill Dam down to Haley. Enter the Trench south to however for south it needs to go. I would like to be a part of the committee. I represent Haley Tower & Wabash Valley Rail Roaders Museum. I am a model Railroader. I am also for the train companies as well. Newman Atkinson 812-466-6940 NewlyCon@AOL.Com	Jun 29, 2011 11:28 AM
178	Why is it not possible to have the railroads communicate with their trains when they are blocking a street or avenue. Frequently, only one or two cars hang over a crossing so why not move the train forward? If the problem is train length, why not have a ruling on train length into Terre Haute?	Jun 29, 2011 11:21 AM
179	Need to address the current economic impact on the city. New industries want a livable city for their employees. We do not project that..... First impressions of Terre Haute are the many times one is railroaded and the very poor railroad crossings that require motorist to almost stop before crossing them or risk major damage to vehicles or even accidents. Also, being stopped at Margaret & 19th for 30 - 40 minutes and police not responding does not help. Terre Haute image as a wonderful, biable city to locate new businesses.	Jun 29, 2011 11:18 AM
180	How about a bond issue for City of Terre Haute to build 10m overpass. 1. constant horn blowing all night 2. blocked crossings, i.e. Margaret Avenue 3. increase train traffic with longer trains 4. slow moving, long coal trains that take a long time to move across the crossing 5. train cause poor, delayed access to other sie of Terre Haute	Jun 29, 2011 11:13 AM
181	Consider relocation of Baker yard to area tie at Blackhawk Junction. Double the N-S rail between Springhill Rd and Pimento to eliminate need to stop in the city. Margaret Avenue must be considered as frontage road to support Interstate traffic when Interstate cannot support.	Jun 29, 2011 11:06 AM



**Community Advisory Committee
Meeting #3**

Meeting Date: March 21, 2012
Time: 6:00 PM
Location: Girl Scout Office
Subject: CAC Meeting #3
Prepared By: Sarah Hoch

Client: City of Terre Haute
Project Name: THUA Railroad Corridor Study
Project Number: 25627422
Issue Date: April 4, 2012

Attendees:

- Community Advisory Committee (attendance sheet attached)
- Mayor Duke Bennett, City of Terre Haute
- Chuck Ennis, City of Terre Haute Engineer
- Ron Hinsenkamp, Chief Transportation Planner, Metropolitan Planning Organization, West Central Indiana Economic Development District, Inc.
- Larry Heil, Federal Highway Administration
- Paul Satterly, URS
- Jim Rice, Hannum, Wagle & Cline
- Dave Cleveland, Corradino
- Sarah Hoch, Corradino
- Liz Solberg

The purpose of this meeting was to update the Community Advisory Committee (CAC) on the study.

1. Meeting Kickoff
2. Presentation (attached)
3. Work Session

Grade Separation Prioritization

The Stage 2 grade separation analysis and public input scores were presented. Margaret Avenue has been identified as a top priority from previous public input and analysis. The group was asked to identify the next one or two grade separations that should be pursued. The group was asked to consider the benefit-cost analysis, public input, traffic patterns, key destinations, spacing of adjacent grade separations, and future rail traffic forecasts.

Locust Street

A grade separation at Locust Street is attractive because of the low construction cost. It also crosses both the CSX east-west and CSX north-south lines, which are forecasted to carry 80 trains per day in 2031.

7th Street

A grade separation at 7th Street was not attractive to the CAC. It is very close to the grade separation at 3rd Street/US 41. It crosses only the east-west CSX line, which is forecasted to carry

27 trains in 2031.

5th Street/Lafayette Avenue

A grade separation at 5th Street/Lafayette Avenue was not attractive to the CAC. It is very close to the grade separation at 3rd Street/US 41. The 5th Street corridor is not continuous north of the crossing. It crosses only the east-west CSX line, which is forecasted to carry 27 trains in 2031.

13th Street/8th Avenue

This location is considered a high priority by the CAC. The grade separation would cross both tracks, which are forecasted to carry 80 trains per day in 2031. By providing access to Union Hospital, a regional medical facility and part of the Rural Health Innovation Collaborative (RHIC), this grade separation would address public safety, which is a key component of the purpose and need analysis required by reviewing agencies. A representative from the Terre Haute Fire Department gave a personal account of train delays from the emergency response perspective. There were additional comments related to the bridge design. A representative from Rose-Hulman cautioned not to replicate the steep grade and awkward skew of the existing Fort Harrison Road bridge.

13th Street

The pros and cons of a grade separation at 13th Street, near Crawford Street, were discussed. The grade separation would cross the north-south CSX line, which is forecasted to carry 47 trains in 2031. From a public safety perspective, this crossing is a low priority; however, 13th Street is a major corridor through the city and provides connectivity to Canal Road.

Ohio Street

A grade separation at Ohio Street was not attractive to the CAC. Currently, Ohio Street is one-way eastbound and connects to Ohio Boulevard. Neither a one-way bridge nor converting Ohio Street into a two-way corridor, were attractive to the CAC. The CAC members indicated it would be difficult from a feasibility standpoint and from a political standpoint to convert Ohio Street into a two-way street.

Hulman Street

A grade separation at Hulman Street was discussed. It is close to Margaret Avenue and costs \$2.5 million less than the Margaret Avenue grade separation. During the presentation, a CAC member pointed this out and recommended closing the Margaret Avenue crossing and constructing a grade separation at Hulman Street. However, the study team noted a grade separation at Margaret Avenue is favorable because of the current project to improve Margaret Avenue to a 4-lane section with grass median and left-turn lanes. The study team performed analysis on relevant sections of Margaret Avenue and confirmed that one lane in each direction, with a continuous center two-way-left-turn lane, will provide adequate capacity for 50 years. Constructing a 3-lane section will allow a reduced width bridge to be constructed, which reduces the cost of the project. The right-of-way for the additional improvements will be acquired for future expansion. Hulman Street is not adequate for the anticipated future traffic volumes and would be difficult to expand to meet demand.

Street Closures

In order to build a grade separation, existing crossings will be closed. The group was asked which grade crossings in the Indiana State University campus area should be closed if a grade separation is provided at 7th Street. It was noted that 6th Street is not continuous; it dead ends at Union Hospital. The CAC suggested closing the streets recommended in the RHIC District plan. The recommended roadway closures in the most recent draft of the RHIC District plan include 5th Street north of the railroad crossing and 6th Street between Locust Street and Elm Street.

Indiana State University Campus Pedestrian Concepts

In lieu of grade separations, other projects to address safety concerns near the ISU campus were discussed. The CAC unanimously agreed that a grade separation in the ISU campus is not a priority; however, pedestrian safety is an issue they would like to see addressed. The railroad right-of-way is currently unprotected. They would prefer pedestrians use designated crossings, rather than cross the railroad tracks at any location. Fencing, embankments, or some sort of barricade was recommended to reduce trespassing and channelize pedestrian to designated crossing locations. It was noted that pedestrians can still get behind fencing at at-grade crossings; however, fencing would reduce the number of pedestrians crossing in undesignated areas. Pedestrian overpasses were mentioned in the discussion. There were concerns expressed that students are not likely to utilize a pedestrian overpass unless right-of-way fencing are provided.

Quiet Zones

Quiet zones are another method of mitigating the effects of the railroad on the community. The CAC liked the idea of having quiet zones, but did not specify a preferred quiet zone location.

Intelligent Transportation System (ITS)

An ITS system to monitor train activity was discussed. The system backbone will collect information about train locations and roadway blockages, and distribute that information to first responders and other emergency services personnel. The CAC inquired about distributing the information to the public. The ITS system can interface with message boards to distribute crossing closure information as part of an expanded system.

Please notify us of any corrections to these meeting notes.

Signed: Sarah Hoch

The Corradino Group

Community Advisory Committee Attendance

March 21, 2012, 6:00 PM

Girl Scout Office, Fairbanks Park, Terre Haute, IN

Name	Organization
<i>Chris Pfaff</i>	<i>Indiana State University</i>
<i>Bryan Duncan</i>	<i>Indiana State University</i>
<i>Bernard Ridens</i>	<i>Taxpayers Association of Vigo County</i>
<i>Jim McKinney</i>	<i>Rose-Hulman Institute of Technology</i>
<i>Keith E Holbert</i>	<i>Vigo County Emergency Management Agency</i>
<i>Jeff Fisher</i>	<i>Terre Haute Fire Department</i>



 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization




COMMUNITY ADVISORY COMMITTEE MEETING



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Welcome & Background Info

- History of the Problem
- Community Involvement
- Funding
- Practical and Affordable Mitigation
- Accomplishments



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

The Study Process (cont'd)

Purpose & Need

- Mobility
- Public Safety
- Community Sustainability
- Railroad Operations



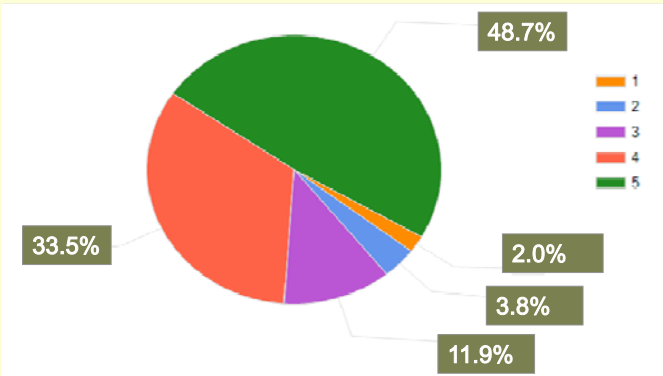
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

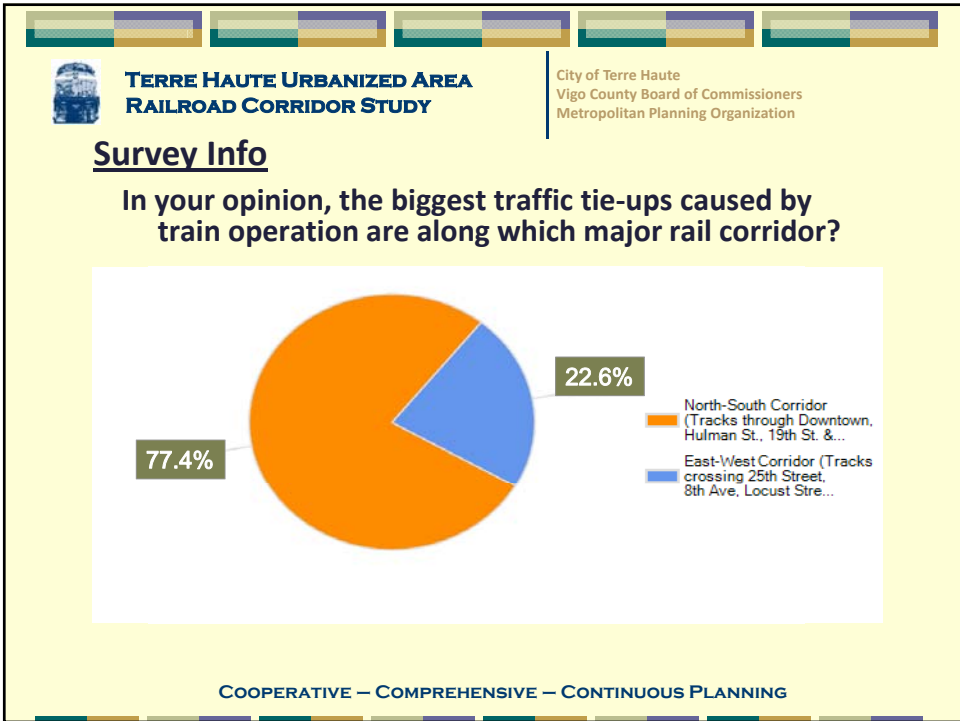
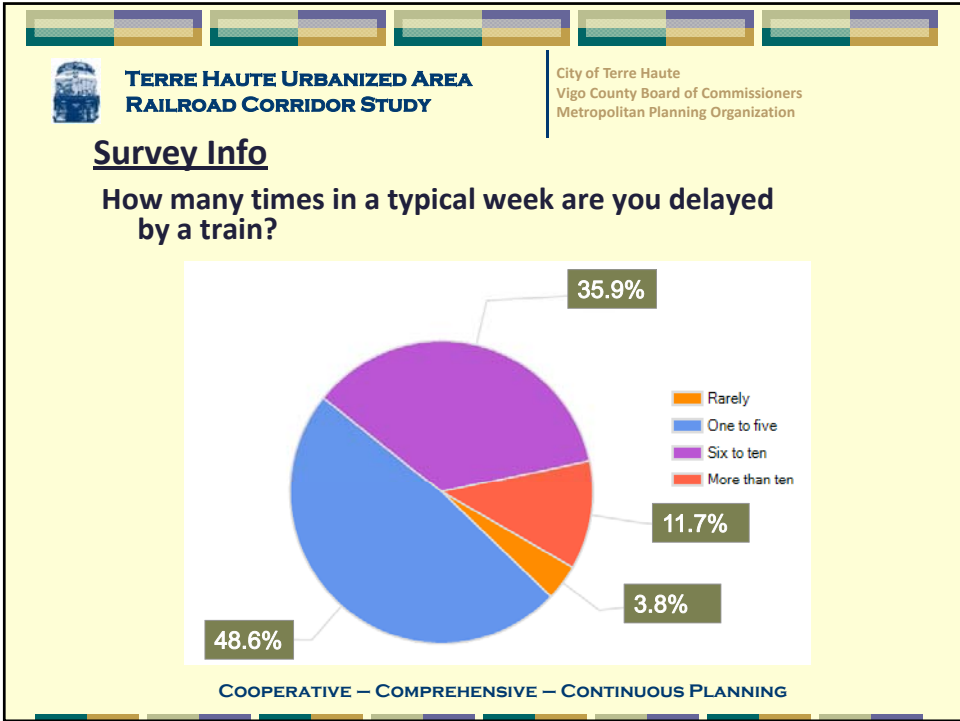
Survey Info

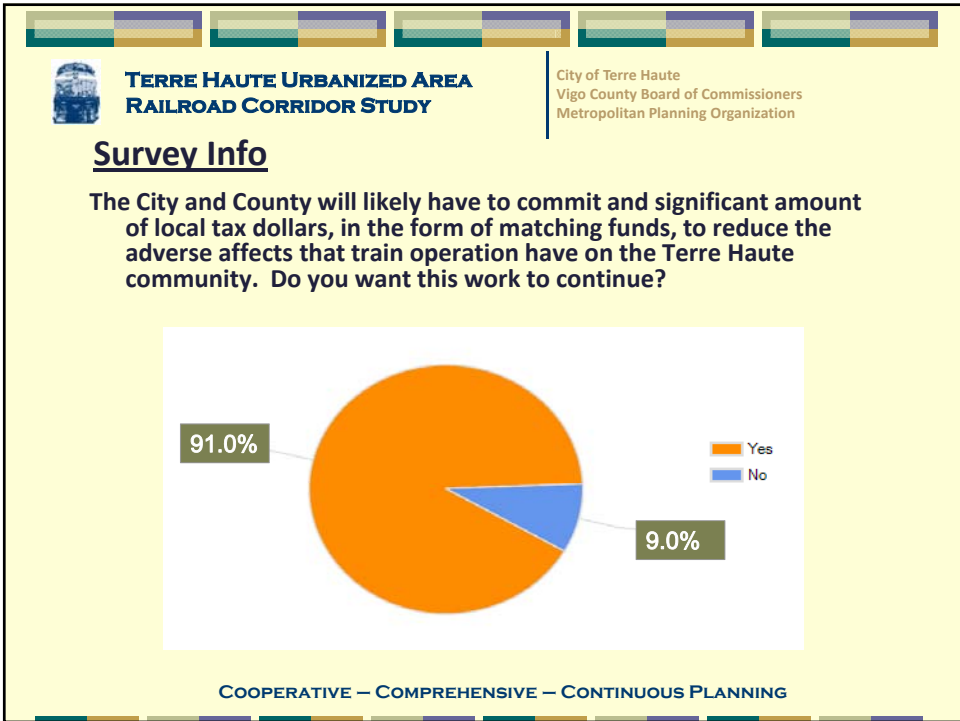
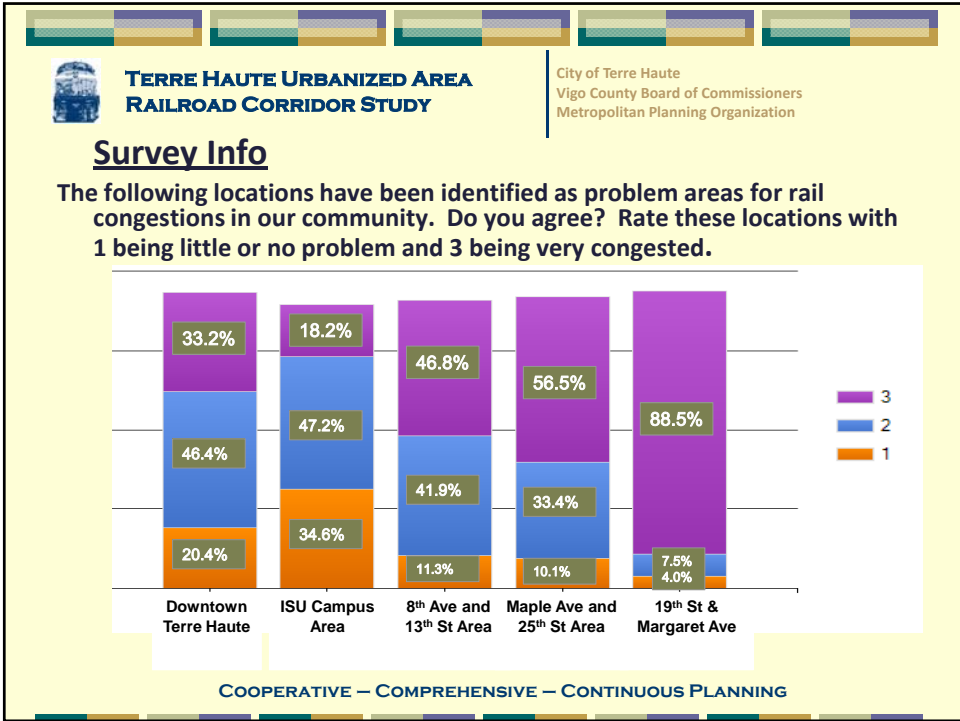
Using a sliding scale of 1 to 5, with 1 being low and 5 being high, how big a problem is rail related traffic congestions in the Terre Haute area?




Rating	Percentage
1	3.8%
2	2.0%
3	11.9%
4	33.5%
5	48.7%

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING








**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stages of Analysis


➔ **Stage 1 - "Conceptual" corridors**

- Ability to be broken into individual projects
- Financial viability
- Motorist delay reduction
- Railroad operations
- Established long-range plans
- Environmental impacts



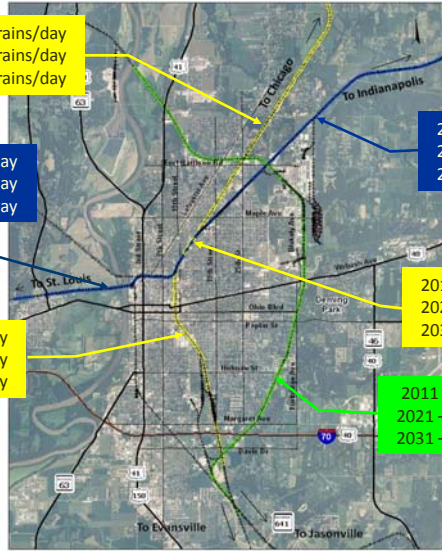
Stage 2 – Individual projects

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




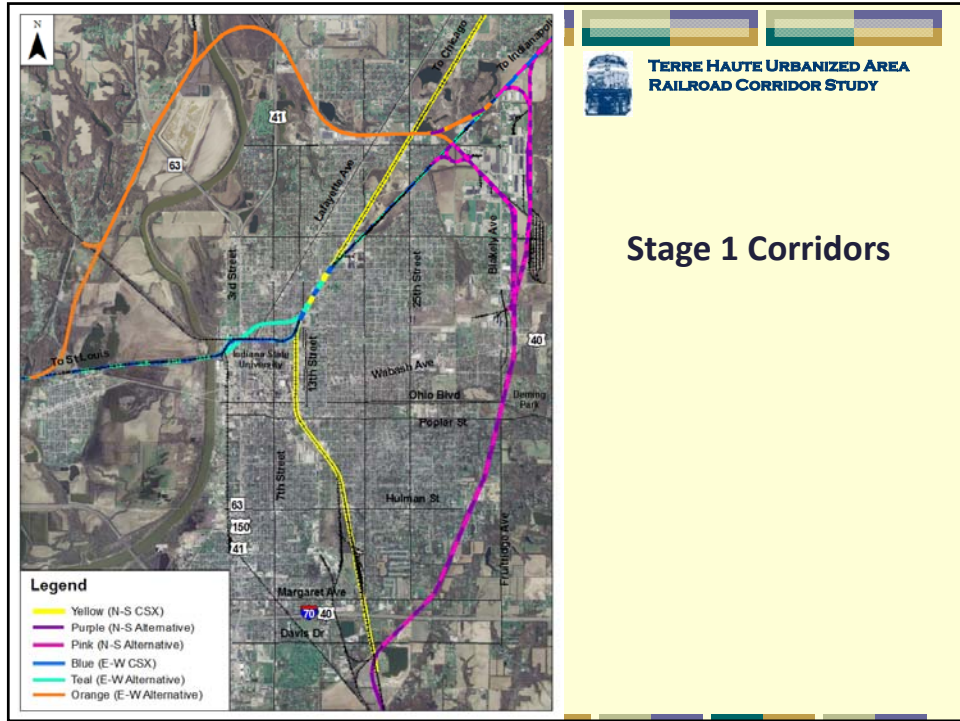
**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

Existing Railroads



2011 – 19 trains/day 2021 – 27 trains/day 2031 – 34 trains/day	2011 – 17 trains/day 2021 – 22 trains/day 2031 – 27 trains/day	2011 – 27 trains/day 2021 – 35 trains/day 2031 – 43 trains/day
2011 – 26 trains/day 2021 – 36 trains/day 2031 – 47 trains/day	2011 – 47 trains/day 2021 – 63 trains/day 2031 – 80 trains/day	2011 – 7 trains/day 2021 – 11 trains/day 2031 – 13 trains/day





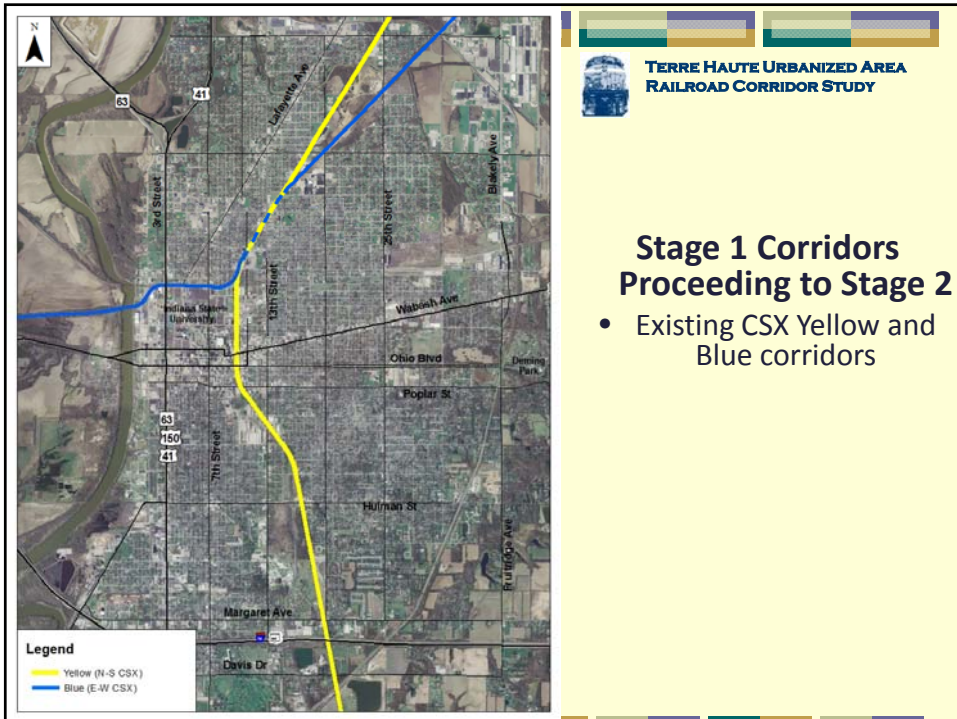
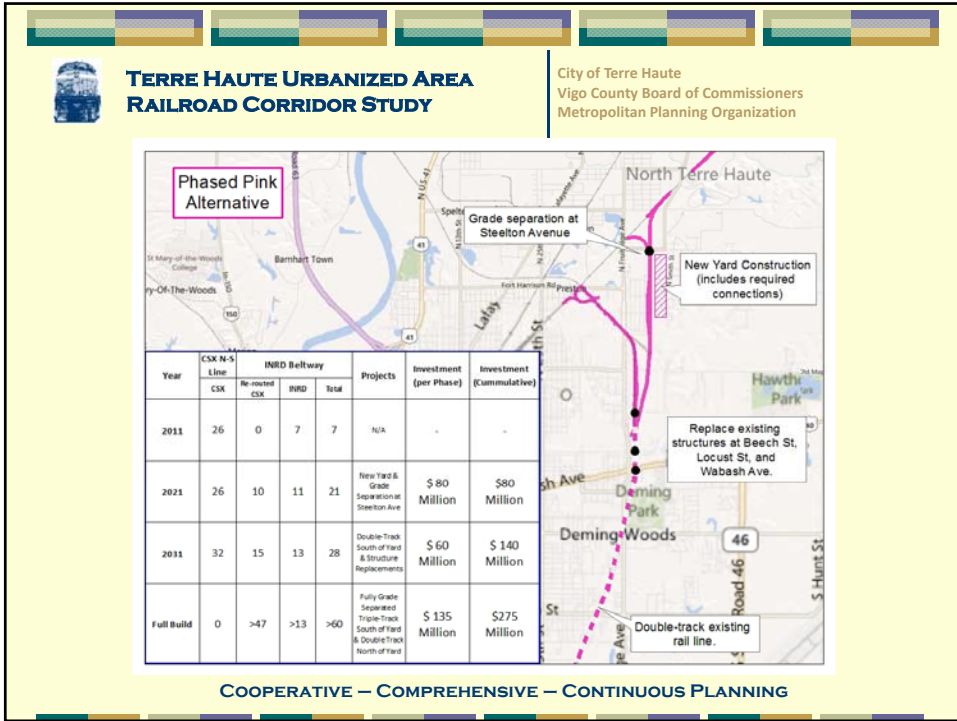
TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stage 1 Analysis Matrix

Evaluation Criteria	E-W Alternatives				N-S Alternatives			
	Blue	Teal	Orange	No Build	Yellow	Pink	Purple	No Build
(1) Feasibility of phased implementation	●	●	●	n/a	●	●	●	n/a
(2) Planning Level Cost (Million USD)	\$ 65.50	\$ 100.60	\$ 226.20	\$ 0	\$ 162.20	\$ 274.20	\$ 304.30	\$ 0
(3) Reduction in Motorist Delay [veh-hr]	593	593	517	0	600	340	340	0
(4) Railroad Operations	●	●	●	●	●	●	●	●
(5) Compatibility with established long-range and economic development plans	●	●	●	●	●	●	●	●
(6) Potential Environmental Impacts								
(6a) Residential Relocations	63	110	8	0	86	47	68	0
(6b) Commercial Relocations	10	14	14	0	37	4	5	0
(6c) Industrial Relocations	18	18	0	0	11	1	9	0
(6d) Agricultural Relocations	1	1	5	0	1	8	2	0
(6e) Wetlands	< 1 acre	< 1 acre	32 acres	n/a	0	7 acres	11 acres	n/a
(6f) Floodplains	< 1 acre	< 1 acre	114 acres	n/a	0	26 acres	19 acres	n/a
(6g) Waterways	0	0	830 ft	n/a	0	2,180 ft	580 ft	n/a
(6h) Forested Areas	0	0	32 acres	n/a	0	11 acres	11 acres	n/a

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stages of Analysis

Stage 1 - "Conceptual" corridors

➔ Stage 2 - Individual projects

- Intelligent Traffic Systems (ITS)
 - Message Boards
 - Emergency Response System
- Underpasses or overpasses
- Independently usable projects that fit within master plan



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

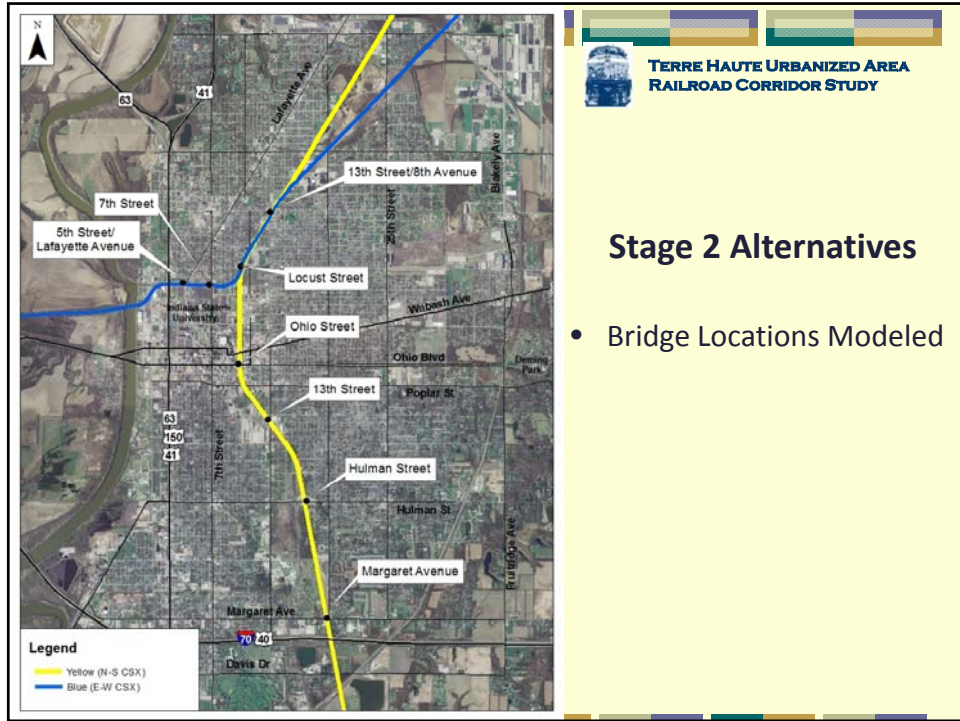
 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Problem Areas


- Downtown Terre Haute Area
- ISU Campus Area
- 8th Avenue & 13th Street Area
- Maple Avenue and 25th Street Area
- 19th St. & Margaret Avenue

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



Stage 2 Alternatives

- Bridge Locations Modeled



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Road User Benefit-Cost Analysis Project Description	Current Year (Million USD) Construction Costs	Delay Reduction (vehicle- hours per day)	30 Year Period Net Present Value (Million USD)			
			Benefits	Costs	Residual	B/C
Build Grade Separation at Margaret Ave.	\$ 16.50	114	\$ 32.51	\$ 16.54	\$ 0.79	2.01
Build Grade Separation at Hulman Street	\$ 14.00	44	\$ 13.89	\$ 14.03	\$ 0.67	1.04
Build Grade Separation at 13th Street	\$ 10.40	83	\$ 18.29	\$ 10.42	\$ 0.50	1.80
Build Grade Separation at Ohio Street	\$ 10.90	64	\$ 13.05	\$ 10.92	\$ 0.52	1.24
Build Grade Separation at Locust Street	\$ 9.00	105	\$ 20.30	\$ 9.02	\$ 0.43	2.30
Build Grade Separation at 13th/8th	\$ 19.50	186	\$ 35.44	\$ 19.54	\$ 0.94	1.86
Build Grade Separation at 7th Street	\$ 9.80	73	\$ 20.37	\$ 9.82	\$ 0.47	2.12
Build Grade Separation at 5th Street/Lafayette Ave.	\$ 8.70	66	\$ 17.79	\$ 8.72	\$ 0.42	2.09
Build Grade Separation at Margaret Ave. and at Locust Street	\$ 22.50	190	\$ 40.35	\$ 25.31	\$ 1.22	1.64
Build Grade Separation at Margaret Ave and at 13th/8th	\$ 36.00	272	\$ 55.22	\$ 35.54	\$ 1.73	1.60
Build Grade Separation at Margaret Ave, at 13th Street, and at Locust Street	\$ 35.90	242	\$ 45.78	\$ 35.20	\$ 1.72	1.35
Build Grade Separation at Margaret Ave, t 13th Street, and at 13th St/8th Ave	\$ 46.40	320	\$ 59.71	\$ 45.16	\$ 2.23	1.37
Upgrade INRD to 60 mph (Pink/Purple)	\$ 274.20	421	\$ 52.31	\$ 180.11	\$ 10.90	0.35
Upgrade Yellow (N-S) CSX to 60 mph	\$ 162.20	294	\$ 16.38	\$ 129.64	\$ 7.79	0.19
Upgrade Blue (E-W) CSX to 60 mph	\$ 94.10	492	\$ 57.41	\$ 75.21	\$ 4.52	0.82

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Community Input Summary

	Ranking Criteria	Weight	Hot Spots					Other Locations Identified		
			Downtown Terre Haute	ISU Campus Area	8 th Ave & 13 th Street Area	Maple Ave & 25 th Street Area	19 th Street & Margaret Ave	Fruitridge Street	Haythorne Street	1 st Street
Community Advisory Committee	First Priority	5	0	0	0	0	100%	0	0	0
	Second Priority	4	20.00%	40.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
	Third Priority	3	60.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
	Fourth Priority	2	20.00%	20.00%	40.00%	0.00%	0.00%	20.00%	0.00%	0.00%
	Fifth Priority	1	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	25.00%	25.00%
	Category Ranking*		1.2	2.25	1.6	1.05	5	0.4	0.25	0.25
Public Input Survey	Very Congested	3	33.20%	18.20%	46.80%	56.50%	88.50%	-	-	-
	Somewhat Congested	2	46.40%	47.20%	41.90%	33.40%	7.50%	-	-	-
	Little to No Problem	1	20.40%	34.60%	11.30%	10.10%	4.00%	-	-	-
	Category Ranking*		2.1	1.8	2.4	2.5	2.8	-	-	-
Composite Ranking		3.3	4.1	4.0	3.5	7.8				

Category Ranking = Sum of Each Ranking Criteria x Each Weight

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
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Metropolitan Planning Organization

Grade Separation Summary

	Grade Separation(s)	Public Input Composite Score*	B-C Ratio	Projected Train Volume (2031)**	Cost (Million USD)
Individual Grade Separations	Margaret Avenue	7.8	2.01	47	\$16.50
	Locust Street	4.1	2.30	80	\$9.00
	7 th Street	4.1	2.12	27	\$9.80
	5 th Street/Lafayette Avenue	4.1	2.09	27	\$8.70
	13 th Street/8 th Avenue	4.0	1.86	80	\$19.50
	13 th Street	4.0	1.80	47	\$10.40
	Ohio Street (2-way)	3.3	1.24	47	\$10.90
	Hulman Street	3.3	1.04	47	\$14.00
Three Grade Separations	Margaret - 13th Street - Locust St	5.3	1.35	58	\$35.9
	Margaret - 13th Street - 13th Street/8th Ave	5.3	1.37	58	\$46.4
Two Grade Separations	Margaret Ave - Locust Street	6.0	1.64	64	\$25.5
	Margaret Ave - 13th Street/8th Ave	4.1	1.60	64	\$36.0

*Public input composite score for multiple grade separations is an average of the individual grade separation scores.

**Projected 2031 train volumes for multiple grade separations is an average of the projected train volumes of the associated individual grade separations.

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
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Margaret Avenue Value Engineering

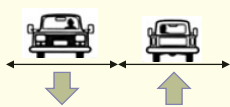
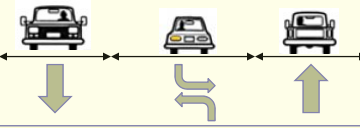

- Ongoing project to widen Margaret Avenue from 14th Street to 25th Street and build overpass
- Capacity analysis
- Type of bridge

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
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Margaret Avenue 14th St/Canal Rd to 25th St Capacity Analysis

	Current 2 Lanes Wide 2062 LOS: F
	Two-Way Left-Turn Lane 3 Lanes Wide 2062 LOS: C-D
	Boulevard Style 4-5 Lanes Wide 2062 LOS: C

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
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Metropolitan Planning Organization

Margaret Avenue Bridge Type




MSE Wall



Embankment

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
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Intelligent Transportation System (ITS)

- Railroad corridor monitoring system “backbone”
- Interface for 911 Call Center
- Can also be interfaced with panel sign and sheet sign with flasher, crossing closure notification

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Intelligent Transportation System (ITS)

Laser Sensors




911 Call Center Graphical Interface





Emergency Services

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

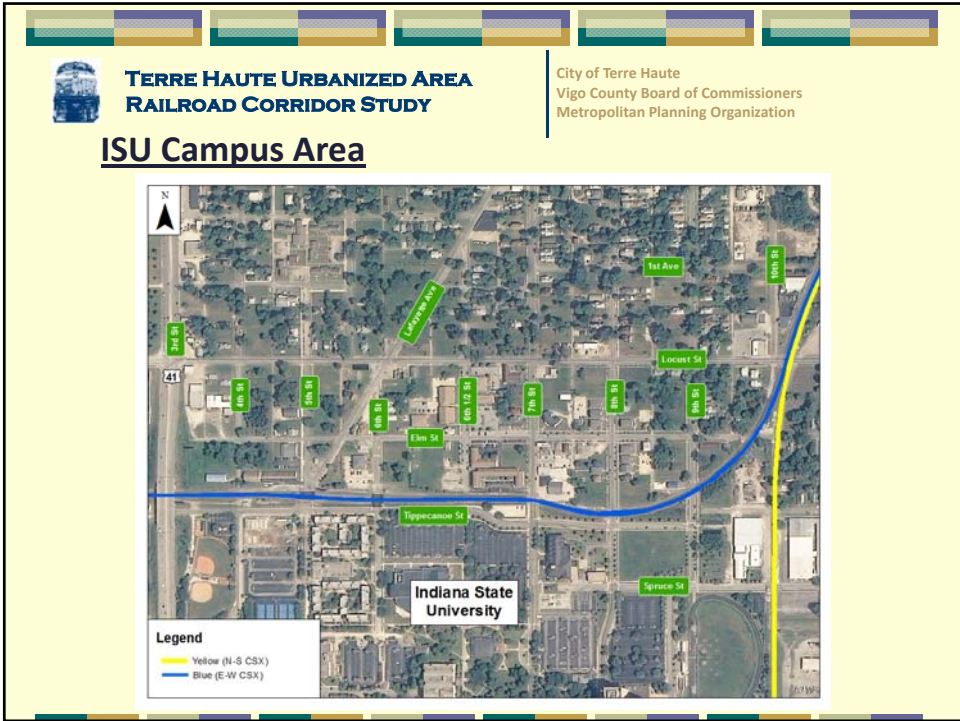
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Quiet Zones

- Railroad Participation
- Qualification
- Supplemental Safety Measures
 - Four-Quadrant Gates
 - Gates with Channelization
 - One-Way Streets with Gates
 - Closure
- Federal Rail Administration Approval



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Next Steps

- Coordinate, finalize, and adopt study.
- Intelligent Transportation System (ITS).
- Develop a strategy to fund, develop, and design identified projects.

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Work Session

Prioritize the Next Two Grade Separations

- Benefit-Cost analysis
- Public survey results
- Traffic patterns
- Key destinations
- Spacing
- Future rail traffic

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Public Inquiries:

Hannum, Wagle & Cline Engineering
3050 Poplar Street, Suite B
Terre Haute, IN 47803

(812) 234-2551

Attention: Jim Rice

or

www.terrehauterailstudy.com



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



Public Information Meeting #2

Meeting Date: March 28, 2012
Time: 6:00 PM
Location: Girl Scout Office
Subject: Public Information Meeting #2
Prepared By: Sarah Hoch

Client: City of Terre Haute
Project Name: THUA Railroad Corridor Study
Project Number: 25627422
Issue Date: April 4, 2012

Attendees:

- See attached attendance list
- Mayor Duke Bennett, City of Terre Haute
- Chuck Ennis, City of Terre Haute Engineer
- Judy Anderson, Vigo County Commissioner
- Jerry Netherlain, Vigo County Engineer
- Ron Hinsenkamp, Chief Transportation Planner, Metropolitan Planning Organization, West Central Indiana Economic Development District, Inc.
- Paul Satterly, URS
- Jim Rice, Hannum, Wagle & Cline
- Dave Cleveland, Corradino
- Sarah Hoch, Corradino
- Liz Solberg

The purpose of this meeting was to update the public on the study.

1. Meeting Kickoff
2. Presentation (attached)
3. Comment Cards

After the presentation, comment cards were given to the attendees. Forty attendees completed the comment cards. It should be noted there were 72 people in attendance, which included ten project team members and at least three media. The comment card responses are summarized in the attached charts.

Attendees were asked to rank the top two, or three maximum, locations where they would most like bridge construction to occur. The top priority bridge location ranked by the group is Margaret Avenue. 13th Street/8th Avenue was a close second priority. There was not a clear third priority. Most did not indicate a third priority.

Attendees were asked if local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorist with information about local train activity and blocked crossing. Thirty-five of the forty comment cards supported the computer-based Intelligent Transportation System (ITS) to provide real-time local

train activity.

Attendees also had the opportunity to provide additional comments. Two comments indicated an appreciation to local officials for the organized planning effort. There were several comments supporting a bridge at Margaret Avenue, emphasizing hope that it can happen soon and preferably while Margaret Avenue is under construction.

Please notify us of any corrections to these meeting notes.

Signed: Sarah Hoch

The Corradino Group

Name E-mail (or address)

- 1 JIM EVERHART 335 CHENE CT
- 2 Lennie Snyder
- 3 BRAD MILLER brad.miller@terrehaute.in.gov
- 4 JIM BURDICK jburdick@wakeshullkaysstaff.com
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- 10 Karl Friske Friskekp@rose-hulman.edu
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- 13 Jane Creedon jane.creedon@terrehaute.in.gov
- 14 Judy Andersen
- 15 Jerry Netherlain
- 16 Daniel T Wolfe wolf@abcs.com
- 17 Dave Littlejohn
- 18 Randy Soules
- 19 Kathy Kaufman Katherine.Kaufman@tmihospitality.com
- 20 Beloreslottom here for Women of the Month
- 21 Brad Spidel bspidelis@yahoo.com

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- 22 Jim Kane JPKANE@FRONTIER.COM
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- 24 Bernard Riden bridens@aol.com
- 25 Shirley Riden saridens@aol.com
- 26 MARY Lett, Baumunk ~~m~~baumunk@pemis.com
- 27 Susan Brattain
- 28 George Brattain GBRATTAIN@FRONTIER.COM
- 29 Joan Brown
- 30 Linda Dild & Elyssa Seerest
- 31 Leslie Ellis Leslie.Ellis@terrehaute.in.gov
- 32 Bob All 4708 SUMMERSET DR. 47803
- 33 Dustin Taberman Gavilan Grain
- 34 NARREL ZACK CITY OF TERRE HAUTE

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36 FRED BROCKHURST BROCKHURST@IEEE.ORG

37 CHRIS Jena chris.jena@duke-energy.com

38 Keith Koch kakoch2@gmail.com

^

Name E-mail (or address)

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40 James Schaback 2259 Morton St
41 Jim McKinney McKinney@res-hulman.edu
42 BOB NEWBY 1520 S. 25TH ST
43 Stephen Hawkins hawkinsu@res-hulman.edu
44 Stephanie Niece Stephanie_niece@yahoo.com

40 cards





**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization



PUBLIC INFORMATION MEETING



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING






**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Primary Stakeholders




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Welcome & Background Info

- History of the Problem
- Community Involvement
- Funding
- Practical and Affordable Mitigation
- Accomplishments




COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Agenda

- The Study Process
- Public Survey
- Stages of Analysis
- Problem Areas
- Public Input Summary
- Next Steps
- Questions and Answers



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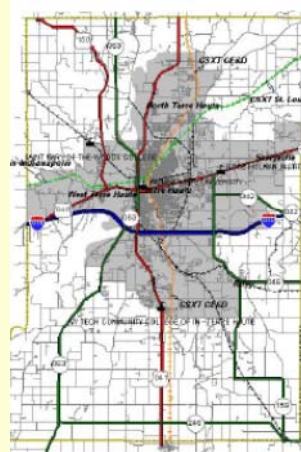


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

The Study Process

- **Past Studies**
 - Limited public involvement
- **Study Area**
- **Goals of the Study**
 - Identify a series of individual projects that can be incrementally advanced over the next 5 to 20 years
 - Develop a rail line corridor improvement plan



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

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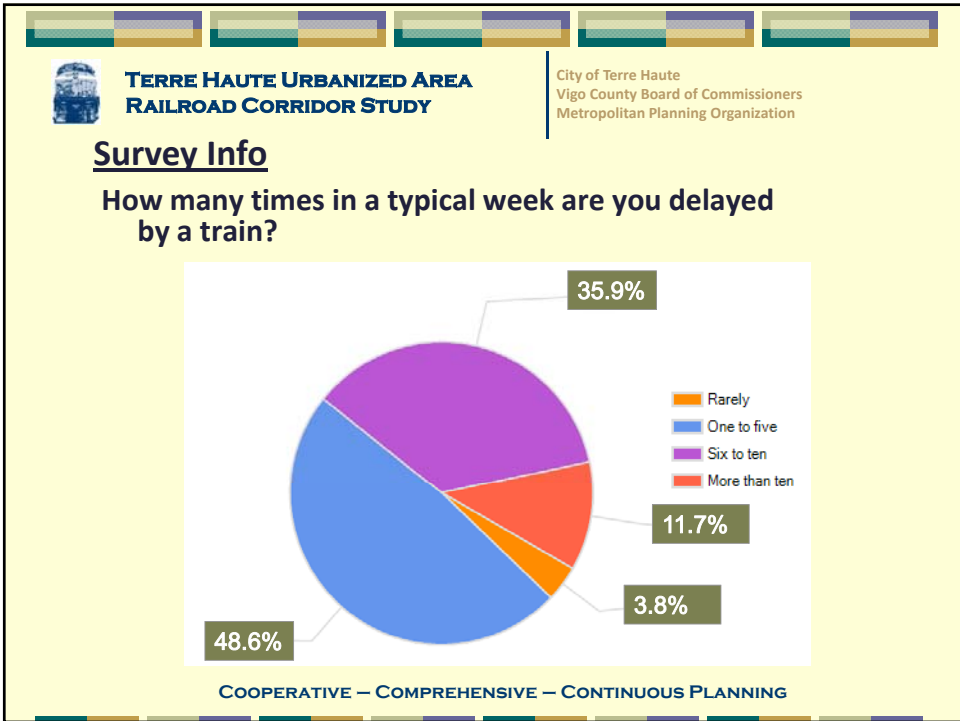
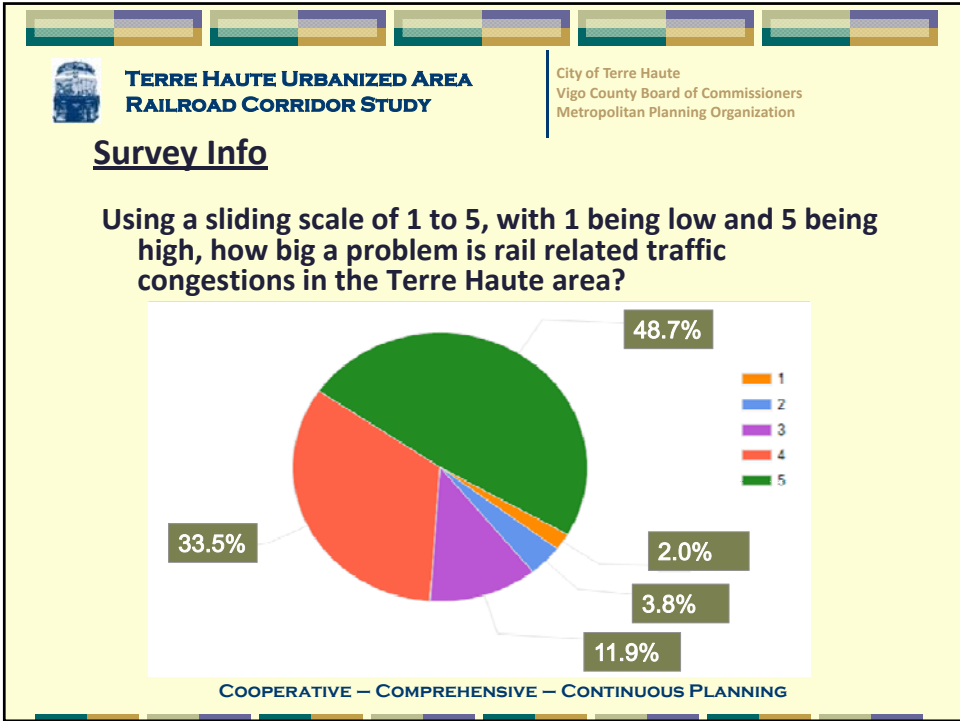
The Study Process (cont'd)

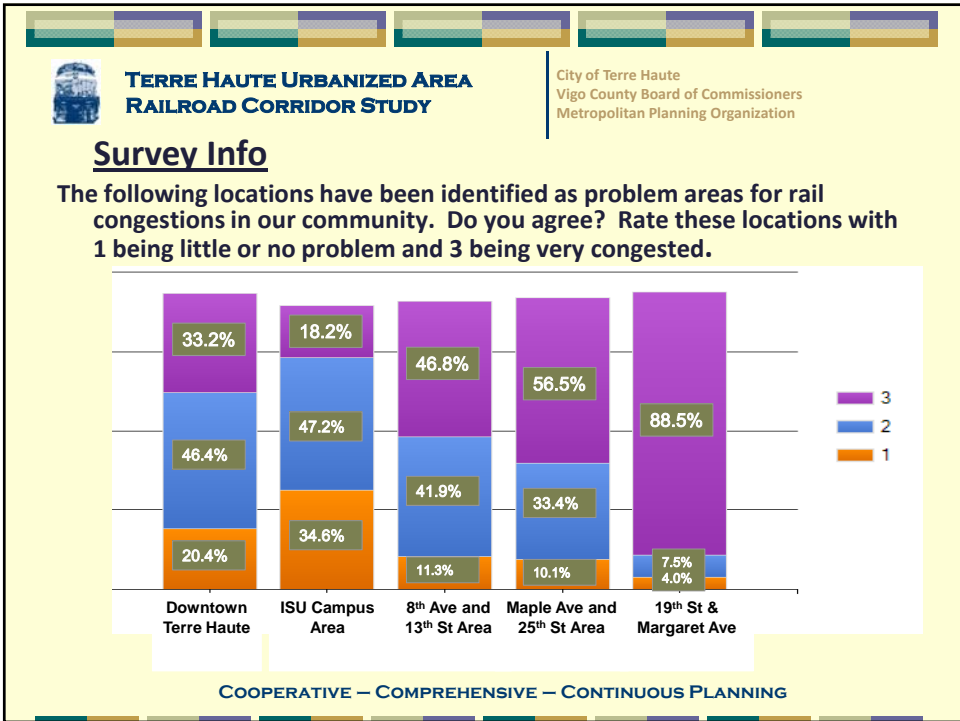
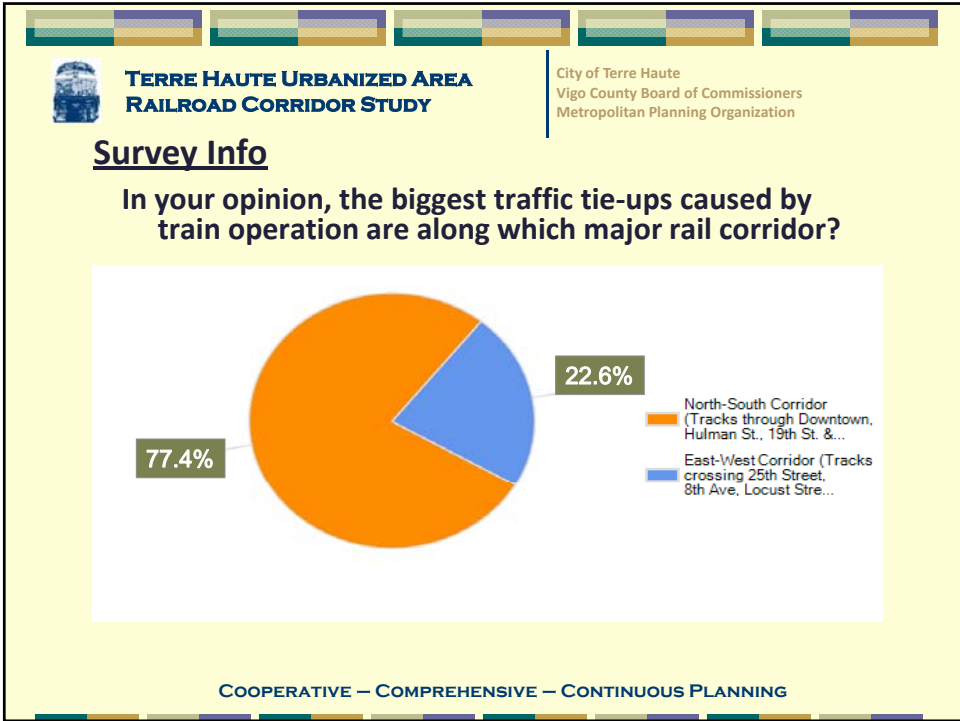
Purpose & Need


- Mobility
- Public Safety
- Community Sustainability
- Railroad Operations



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING





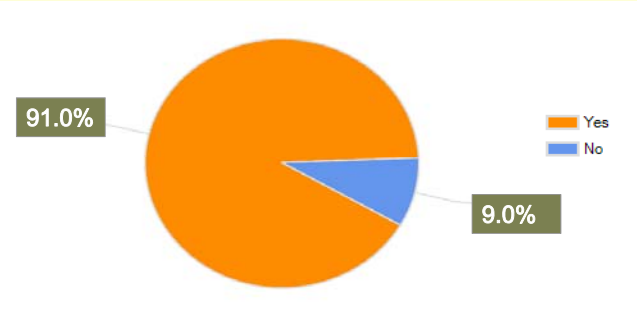


**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Survey Info


The City and County will likely have to commit and significant amount of local tax dollars, in the form of matching funds, to reduce the adverse affects that train operation have on the Terre Haute community. Do you want this work to continue?



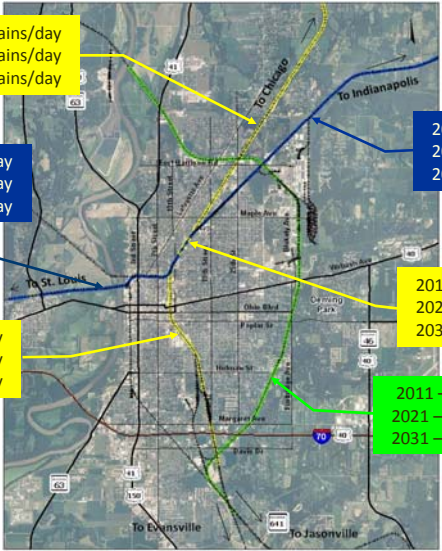
Response	Percentage
Yes	91.0%
No	9.0%



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


Existing Railroads



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**




 <p>Yellow (N-S) Blue (E-W)</p>	 <p>Green</p>	
--	---	--



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization


Stages of Analysis




Stage 1 - "Conceptual" corridors

- Ability to be broken into individual projects
- Financial viability
- Motorist delay reduction
- Railroad operations
- Established long-range plans
- Environmental impacts

Stage 2 – Individual projects



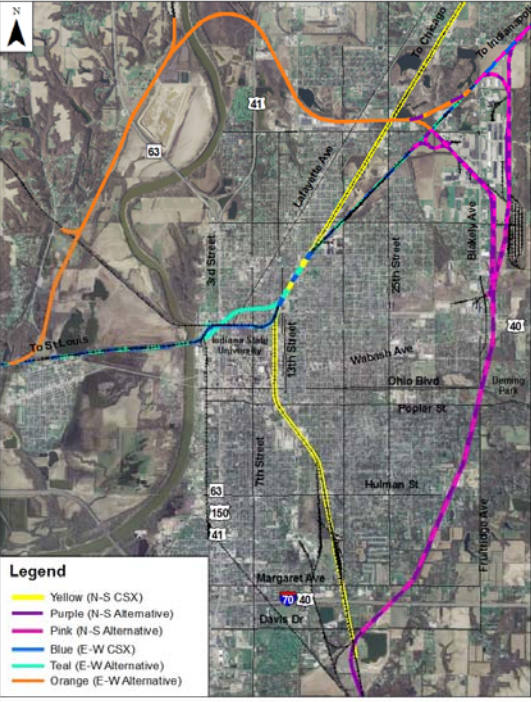
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stage 1 Corridors



Map showing Stage 1 Corridors with a legend:

- Yellow (N-S CSX)
- Purple (N-S Alternative)
- Pink (N-S Alternative)
- Blue (E-W CSX)
- Teal (E-W Alternative)
- Orange (E-W Alternative)




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Stage 1 Analysis Matrix

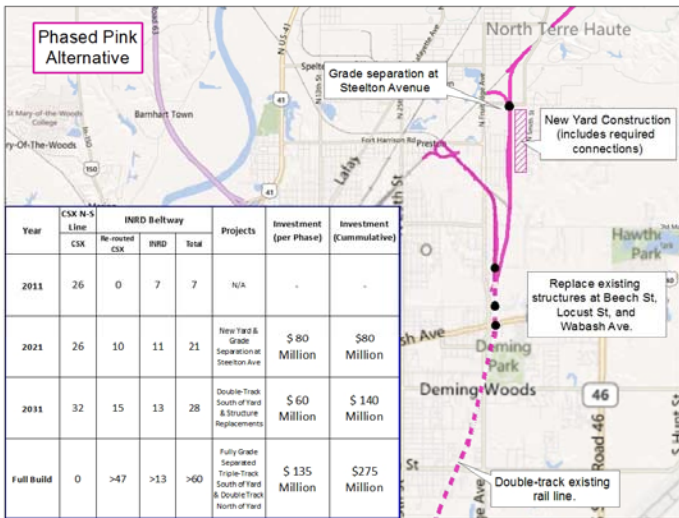
Evaluation Criteria	E-W Alternatives				N-S Alternatives			
	Blue	Teal	Orange	No Build	Yellow	Pink	Purple	No Build
(1) Feasibility of phased implementation	●	●	●	n/a	●	●	●	n/a
(2) Planning Level Cost [Million USD]	\$ 65.50	\$ 100.60	\$ 226.20	\$ 0	\$ 162.20	\$ 274.20	\$ 304.30	\$ 0
(3) Reduction in Motorist Delay [veh-hr]	593	593	517	0	600	340	340	0
(4) Railroad Operations	●	●	●	●	●	●	●	●
(5) Compatibility with established long-range and economic development plans	●	●	●	●	●	●	●	●
(6) Potential Environmental Impacts								
(6a) Residential Relocations	63	110	8	0	86	47	68	0
(6b) Commercial Relocations	10	14	14	0	37	4	5	0
(6c) Industrial Relocations	18	18	0	0	11	1	9	0
(6d) Agricultural Relocations	1	1	5	0	1	8	2	0
(6e) Wetlands	< 1 acre	< 1 acre	32 acres	n/a	0	7 acres	11 acres	n/a
(6f) Floodplains	< 1 acre	< 1 acre	114 acres	n/a	0	26 acres	19 acres	n/a
(6g) Waterways	0	0	830 ft	n/a	0	2,180 ft	580 ft	n/a
(6h) Forested Areas	0	0	32 acres	n/a	0	11 acres	11 acres	n/a

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization



Year	CSX N-S Line		INRD Beltway		Projects	Investment (per Phase)	Investment (Cumulative)
	CSX	Re-routed CSX	INRD	Total			
2011	26	0	7	7	N/A		
2021	26	10	11	21	New Yard & Grade Separation at Steelton Ave	\$ 80 Million	\$ 80 Million
2031	32	15	13	28	Double-Track South of Yard & Structure Replacements	\$ 60 Million	\$ 140 Million
Full Build	0	>47	>13	>60	Fully Grade Separated Triple-Track South of Yard & Double-Track North of Yard	\$ 135 Million	\$ 275 Million

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Problem Areas

- Downtown Terre Haute Area
- ISU Campus Area
- 8th Avenue & 13th Street Area
- Maple Avenue and 25th Street Area
- 19th Street & Margaret Avenue

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY

Stage 2 Alternatives

- Bridge Locations Modeled

Legend

- Yellow (N-S CSX)
- Blue (E-W CSX)



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Analysis Methodology

Travel Demand Model

- For each alternative, how will traffic divert?
- How much road-user benefit will be accrued by building each alternative?

Model Inputs:

- Traffic counts
- Rail delay collected by MPO
- Roadway network

➔


Model Outputs:

- Vehicle Hours Traveled (VHT)
 - Number of vehicles x average delay
 - Can be greater than 24 hours
- Vehicle Miles Traveled (VMT)

➔

Calculate Road-User Benefits

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Project Description	Current Year (Million USD) Construction Costs	Delay Reduction (vehicle- hours per day)	30 Year Period Net Present Value (Million USD)			
			Benefits	Costs	Residual	B/C
Build Grade Separation at Margaret Ave.	\$ 16.50	114	\$ 32.51	\$ 16.54	\$ 0.79	2.01
Build Grade Separation at Hulman Street	\$ 14.00	44	\$ 13.89	\$ 14.03	\$ 0.67	1.04
Build Grade Separation at 13th Street	\$ 10.40	83	\$ 18.29	\$ 10.42	\$ 0.50	1.80
Build Grade Separation at Ohio Street	\$ 10.90	64	\$ 13.05	\$ 10.92	\$ 0.52	1.24
Build Grade Separation at Locust Street	\$ 9.00	105	\$ 20.30	\$ 9.02	\$ 0.43	2.30
Build Grade Separation at 13th/8th	\$ 19.50	186	\$ 35.44	\$ 19.54	\$ 0.94	1.86
Build Grade Separation at 7th Street	\$ 9.80	73	\$ 20.37	\$ 9.82	\$ 0.47	2.12
Build Grade Separation at 5th Street/Lafayette Ave.	\$ 8.70	66	\$ 17.79	\$ 8.72	\$ 0.42	2.09
Build Grade Separation at Margaret Ave. and at Locust Street	\$ 22.50	190	\$ 40.35	\$ 25.31	\$ 1.22	1.64
Build Grade Separation at Margaret Ave and at 13th/8th	\$ 36.00	272	\$ 55.22	\$ 35.54	\$ 1.73	1.60
Build Grade Separation at Margaret Ave, at 13th Street, and at Locust Street	\$ 35.90	242	\$ 45.78	\$ 35.20	\$ 1.72	1.35
Build Grade Separation at Margaret Ave, at 13th Street, and at 13th St/8th Ave	\$ 46.40	320	\$ 59.71	\$ 45.16	\$ 2.23	1.37
Upgrade INRD to 60 mph (Pink/Purple)	\$ 274.20	421	\$ 52.31	\$ 180.11	\$ 10.90	0.35
Upgrade Yellow (N-S) CSX to 60 mph	\$ 162.20	294	\$ 16.38	\$ 129.64	\$ 7.79	0.19
Upgrade Blue (E-W) CSX to 60 mph	\$ 94.10	492	\$ 57.41	\$ 75.21	\$ 4.52	0.82

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Community Input Summary

	Ranking Criteria	Weight	Hot Spots					Other Locations Identified		
			Downtown Terre Haute	ISU Campus Area	8 th Ave & 13 th Street Area	Maple Ave & 25 th Street Area	19 th Street & Margaret Ave	Fruitridge Street	Haythorne Street	1 st Street
Community Advisory Committee	First Priority	5	0	0	0	0	100%	0	0	0
	Second Priority	4	20.00%	40.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
	Third Priority	3	60.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
	Fourth Priority	2	20.00%	20.00%	40.00%	0.00%	0.00%	20.00%	0.00%	0.00%
	Fifth Priority	1	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	25.00%	25.00%
	Category Ranking*		1.2	2.25	1.6	1.05	5	0.4	0.25	0.25
Public Input Survey	Very Congested	3	33.20%	18.20%	46.80%	56.50%	88.50%	-	-	-
	Somewhat Congested	2	46.40%	47.20%	41.90%	33.40%	7.50%	-	-	-
	Little to No Problem	1	20.40%	34.60%	11.30%	10.10%	4.00%	-	-	-
	Category Ranking*		2.1	1.8	2.4	2.5	2.8	-	-	-
Composite Ranking		3.3	4.1	4.0	3.5	7.8				

Category Ranking = Sum of Each Ranking Criteria x Each Weight

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization


Grade Separation Summary

	Grade Separation(s)	Public Input Composite Score*	B-C Ratio	Projected Train Volume (2031)**	Cost (Million USD)
Individual Grade Separations	Margaret Avenue	7.8	2.01	47	\$16.50
	Locust Street	4.1	2.30	80	\$9.00
	7 th Street	4.1	2.12	27	\$9.80
	5 th Street/Lafayette Avenue	4.1	2.09	27	\$8.70
	13 th Street/8 th Avenue	4.0	1.86	80	\$19.50
	13 th Street	4.0	1.80	47	\$10.40
	Ohio Street (2-way)	3.3	1.24	47	\$10.90
	Hulman Street	3.3	1.04	47	\$14.00
Three Grade Separations	Margaret - 13th Street - Locust St	5.3	1.35	58	\$35.9
	Margaret - 13th Street - 13th Street/8th Ave	5.3	1.37	58	\$46.4
Two Grade Separations	Margaret Ave - Locust Street	6.0	1.64	64	\$25.5
	Margaret Ave - 13th Street/8th Ave	4.1	1.60	64	\$36.0

*Public input composite score for multiple grade separations is an average of the individual grade separation scores.

**Projected 2031 train volumes for multiple grade separations is an average of the projected train volumes of the associated individual grade separations.

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Margaret Avenue

- Ongoing project to improve Margaret Avenue
 - US 41 to 7th St – under construction
 - 7th Street to 13th St/Canal Rd – under design
 - 13th St/Canal Rd to 25th St
- Capacity analysis
- Type of bridge

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

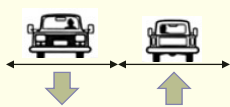
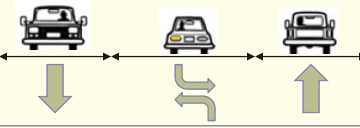



**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Margaret Avenue 13th St/Canal Rd to 25th St

Capacity Analysis

	<p>Current 2 Lanes Wide 2062 LOS: F</p>
	<p>Two-Way Left-Turn Lane 3 Lanes Wide 2062 LOS: C-D</p>
	<p>Boulevard Style 4-5 Lanes Wide 2062 LOS: C</p>

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING

 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Margaret Avenue Bridge Type




MSE Wall



Embankment

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING


 **TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Railroad Corridor Monitoring System

- Intelligent Transportation System (ITS)
- Computer-based system that provides 911 Call Center, first responders, and potentially motorists with information about local train activity and blocked crossings.
- Railroad corridor monitoring system “backbone”
- Can also be interfaced with panel signs and sheet signs with flashers, crossing closure notification

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Railroad Corridor Monitoring System

Laser/Radar Sensors



911 Call Center Graphical Interface




Rail X-ing Occupied

Hulman St	XX	Min
Margaret Ave	XX	Min
Davis Dr	XX	Min


25TH ST





First Responders

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




**TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

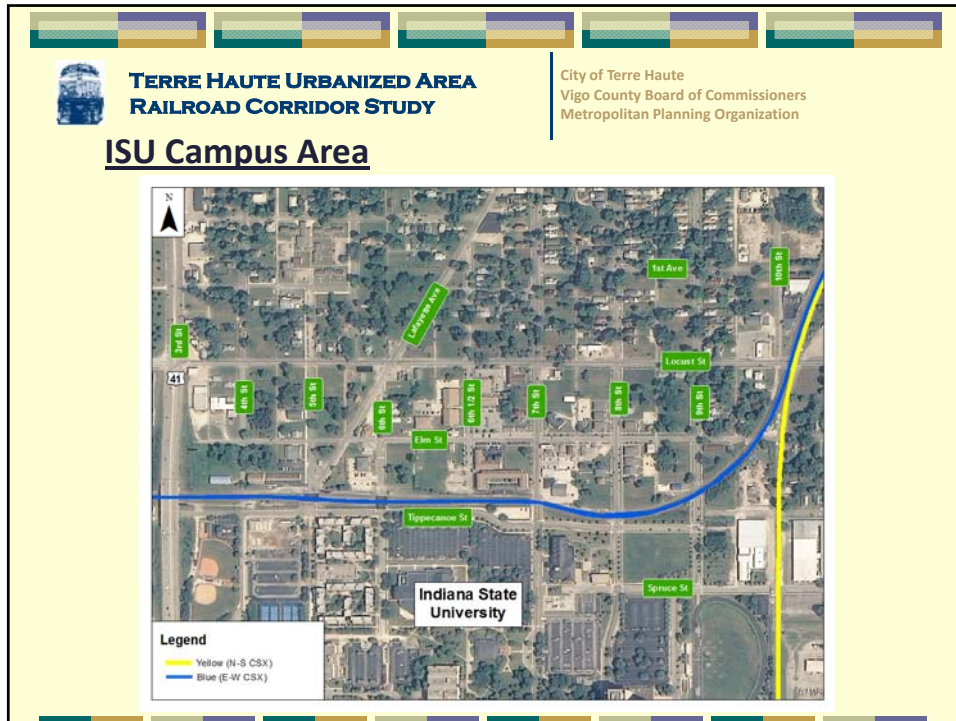
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Metropolitan Planning Organization

Quiet Zones

- Railroad Participation
- Qualification
- Supplemental Safety Measures
 - Four-Quadrant Gates
 - Gates with Channelization
 - One-Way Streets with Gates
 - Closure
- Federal Rail Administration Approval



COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING




TERRE HAUTE URBANIZED AREA RAILROAD CORRIDOR STUDY


City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Next Steps

- Coordinate, finalize, and adopt study.
- Railroad corridor monitoring system.
- Develop a strategy to fund, develop, and design identified projects.

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Comment Cards

Prioritize the Grade Separations

- Benefit-Cost analysis
- Public survey results
- Traffic patterns
- Key destinations
- Spacing
- Future rail traffic

Railroad Corridor Monitoring System

Additional Comments

COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



 **TERRE HAUTE URBANIZED AREA
RAILROAD CORRIDOR STUDY**

City of Terre Haute
Vigo County Board of Commissioners
Metropolitan Planning Organization

Comments:

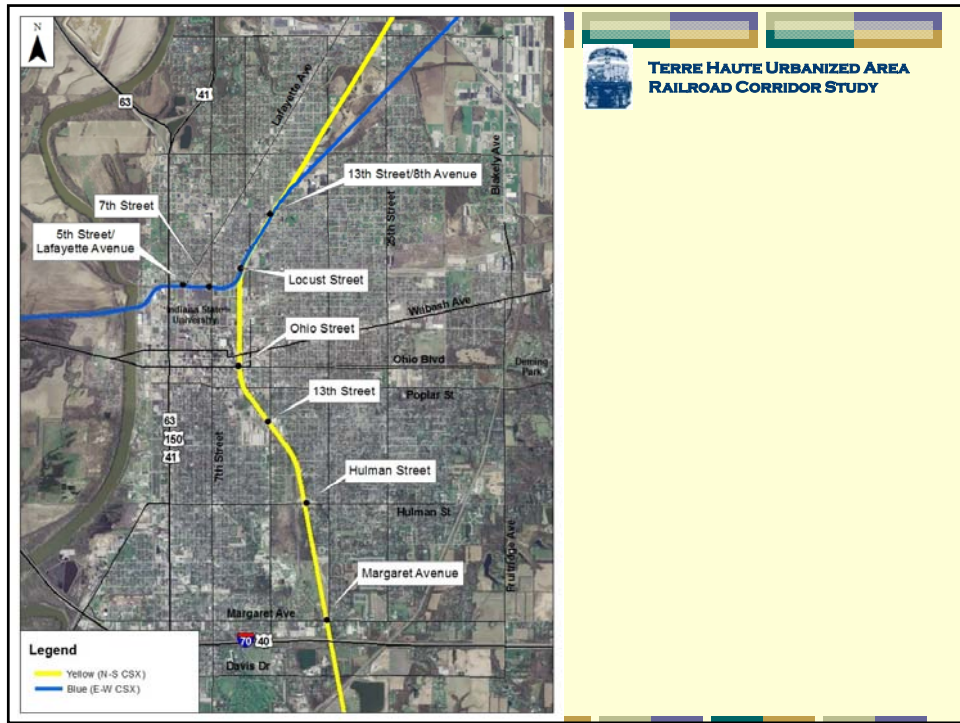
Accepting comment cards or other comments until April 11.

Metropolitan Planning Organization
West Central Indiana Economic Development District
1718 Wabash Ave.
Terre Haute, IN 47805

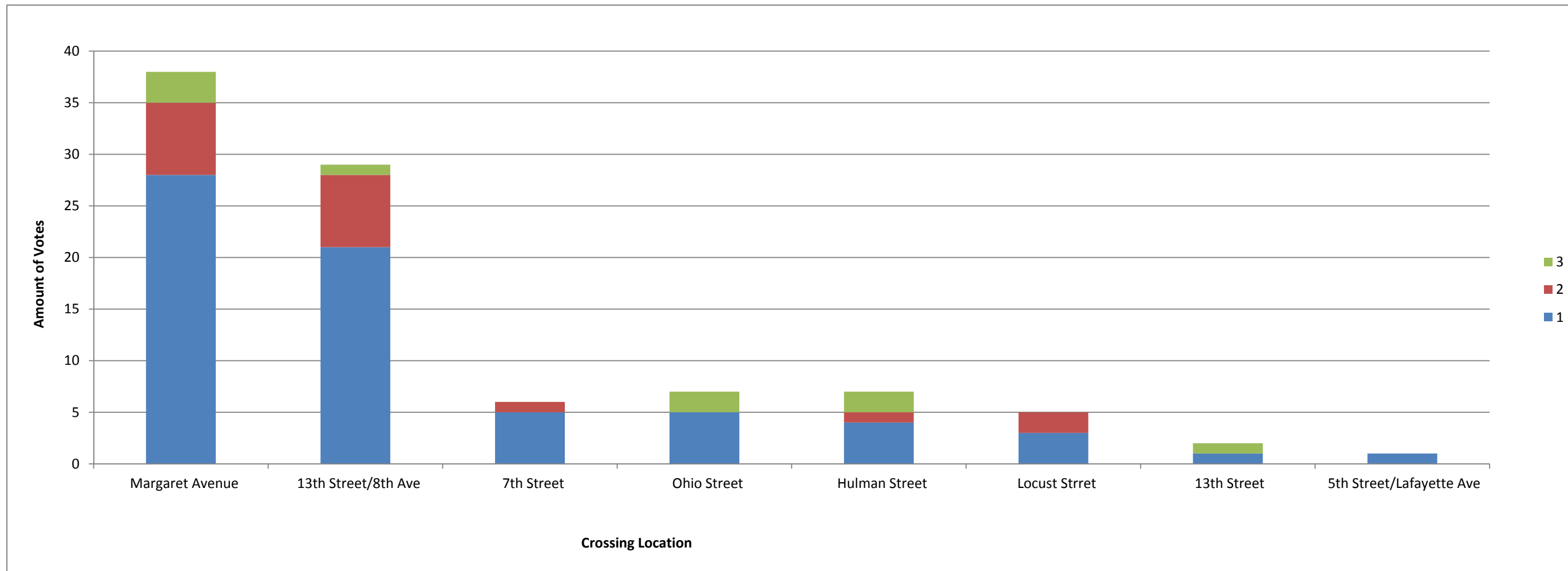
or

www.terrehaüterailstudy.com

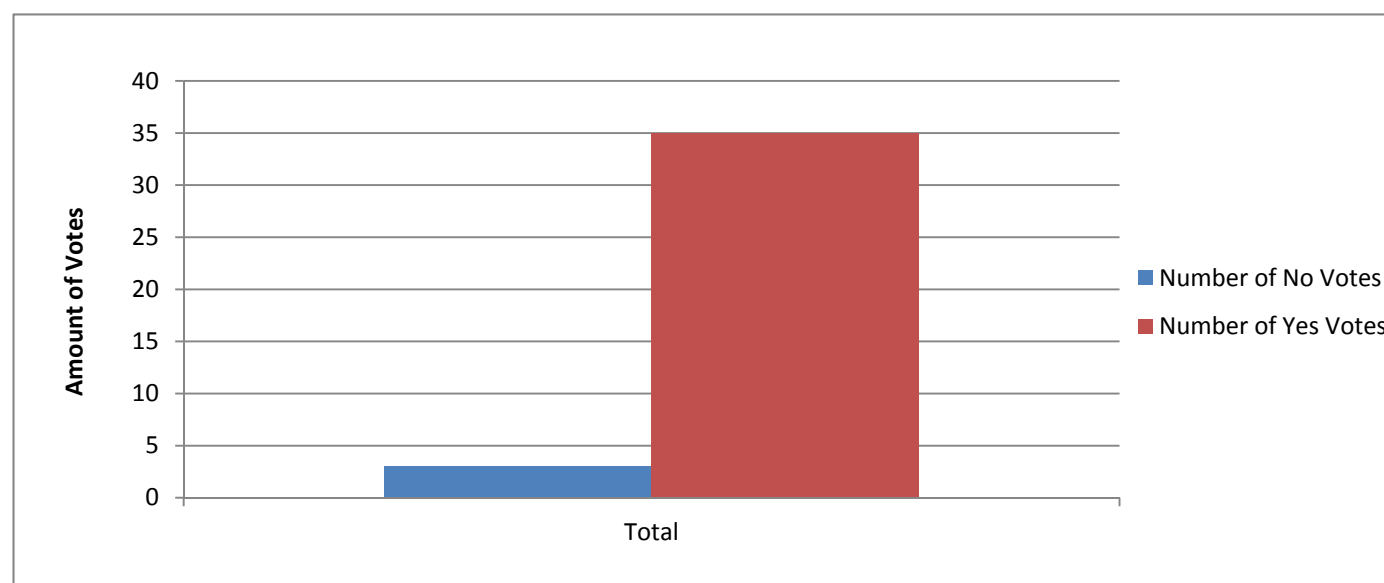
COOPERATIVE – COMPREHENSIVE – CONTINUOUS PLANNING



1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:



2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings?





**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name : _____ Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|--|---|------------------------------|
| _____ Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| _____ 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? _____ Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____

METROPOLITAN PLANNING ORGANIZATION
WEST CENTRAL INDIANA ECONOMIC DEVELOPMENT DISTRICT
1718 WABASH AVE
TERRE HAUTE, IN 47807-3323



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: _____ Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

_____ Margaret Avenue 3 Hulman Street 1 Ohio Street
_____ 13th Street _____ Locust Street 2 7th Street
_____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

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**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Sean Feary Email: Sean.Feary@vigoind.com
Address: 1619 S. Center

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2 Margaret Avenue 1 Hulman Street 2 Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
_____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Brittany Keeney Email: _____
Address: 11619 S Center

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street 3 Locust Street _____ 7th Street
2 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? _____ Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: LEE WENTZ Email: _____
Address: 1105 S. 18th ST., TERRE HAUTE, IN 47803

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue 2 Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
3 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Daniel T Wolfe Email: wolf@abcs.com
Address: 1717 E. Margaret Dr - Business 8355 E. Margaret Dr - Hou

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: This has been informative hope success with the Margaret Project First.



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Stephen Hawkins Email: hawkinsv@rose-hulman.edu
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|--|---|------------------------------|
| <u>3</u> Margaret Avenue | <u>2</u> Hulman Street | <u>1</u> Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| _____ 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Eric Davay Email: davayea@rose-hulman.edu
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| _____ Margaret Avenue | _____ Hulman Street | <u>2</u> Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>1</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Sarah Brinkmann Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>2</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>1</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: MARU Beth BAUMWIK Email: mbbaumwik@KEMIS.COM
Address: 2477 BROOKLYN

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Margaret Avenue | <input type="checkbox"/> Hulman Street | <input type="checkbox"/> Ohio Street |
| <input type="checkbox"/> 13 th Street | <input type="checkbox"/> Locust Street | <input type="checkbox"/> 7 th Street |
| <input checked="" type="checkbox"/> 13 th Street/8 th Avenue | <input type="checkbox"/> 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:

I do NOT think we should wait 5 yrs to
Build OVERPASS ON MARGARET



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: JAMES SCHALBURG Email: _____
Address: 2259 MORTON ST T.H 47802

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|--|---|
| <u>1</u> Margaret Avenue | <input type="checkbox"/> Hulman Street | <input type="checkbox"/> Ohio Street |
| <u>3</u> 13 th Street | <input type="checkbox"/> Locust Street | <input type="checkbox"/> 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | <input type="checkbox"/> 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: NEEDED - BUT COSTLY



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: HANDY SOWLES Email: JCATON66@AOL.COM
Address: 515 PARKVIEW RD. TERRE HAUTE, IN 47803

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|--|---|
| <u>1</u> Margaret Avenue | <input type="checkbox"/> Hulman Street | <input type="checkbox"/> Ohio Street |
| <input type="checkbox"/> 13 th Street | <input type="checkbox"/> Locust Street | <input type="checkbox"/> 7 th Street |
| <input type="checkbox"/> 13 th Street/8 th Avenue | <input type="checkbox"/> 5 th Street/Lafayette Avenue | <u>N 25TH & R</u> |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: JAMES J. KANE Email: JJKANE@FRONTIER.COM
Address: 3113 NORTH 10th St Terre Haute, IN 47804

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|--|---|
| <u>1</u> Margaret Avenue | <u>3</u> Hulman Street | <input type="checkbox"/> Ohio Street |
| <input type="checkbox"/> 13 th Street | <input type="checkbox"/> Locust Street | <input type="checkbox"/> 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | <input type="checkbox"/> 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: I APPRECIATE THE LONG TERM APPROACH.

ALSO THANKS TO THE MAYOR FOR HIS FORSIGHT
FOR THE CITIZENS



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Robert D. Thompson Email: _____
Address: 101 So. 1st 47802

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1st</u> Margaret Avenue | _____ Hulman Street | <u>3rd</u> Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2nd</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Brad Spidaris Email: bspidaris@yahoo.com
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|--|---|------------------------------|
| <u>1</u> Margaret Avenue | <u>2</u> Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| _____ 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____

13th + 8th Av vs Mar 4/9



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: BERNARD RIDENS Email: bridents@aol.com
Address: 7117 So. Jr. Rd. 63

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: WELL DONE



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Shirley Ridens Email: saridens@aol.com
Address: 7117 So. State Rd 63, D. H.

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Dolores Brown Email: _____
Address: 1556 3rd Ave. Terre Haute, IN 47807

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>3</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| <u>1</u> 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>1</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Edna Klesig Email: _____
Address: 2200 Dutch Ln. #12509

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| <u>2</u> 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: I think that Margaret is the most important because of the new road gap that went.



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Linda Seerist Email: _____
Address: 2385 Dutch Ln.

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| <u>2</u> 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: I think there is construction already going on now so ahead on Margaret for a bridge.



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Jean Brown Email: _____
Address: 2393 Dutch Lane

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| <u>2</u> 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: Any construction should be done now while Margaret Avenue is torn up.



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Dave Liddle Email: _____
Address: 300 Oakwood Ave TH

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
1 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No ~ Absolutely important

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Allen Varner Email: A-Varner@indstate.edu
Address: 25 Hamilton Dr Terre Haute

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street 2 Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
_____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____
Nice presentation -



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Gerri Varner Email: gvarner001@ma.fr.com
Address: 25 Hamilton Dr.

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
2 13th Street/8th Avenue 3 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: Great Presentation



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Bob ALL Email: _____
Address: 4708 Summer set Dr. TH 47809

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1st Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
2nd 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Kathy Kaufman Email: Katherine.Kaufman@tmihospitality.com
Address: 501 E Margaret Ave, TH, IN 47802

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
 _____ 13th Street _____ Locust Street 3 7th Street
2 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: SALOB HELLMAN Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
 _____ 13th Street 2 Locust Street 3 7th Street
 _____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____

Push Quite Zone it will
benefit All Citizens



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: MERV NOLOT Email: MNOLOT@WESTCENTRALIN.COM
Address: MPO

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street 3 Ohio Street
 _____ 13th Street _____ Locust Street _____ 7th Street
2 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: _____ Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2x Margaret Avenue _____ Hulman Street _____ Ohio Street
 _____ 13th Street 3x Locust Street _____ 7th Street
1x 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: _____ Email: _____
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>2</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | <u>3</u> Locust Street | _____ 7 th Street |
| <u>1</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Susan Brattain Email: SBRATTAIN@FRONTIER.ORG
Address: 15 Bogart Dr - in Denning Woods across from the park

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | <u>3</u> Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: Most interesting - Exc. presentation - informative
All what out of the source are I.R.P. Companies basing their
2013 # of trains. Pedestrians/Bicyclists & Neighbors
need identification MUST also be protected.
How much does a "basic" overpass cost - 2023
lands?



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: GEORGE BRATTAIN Email: GBRATTAIN@FRONTIER.COM
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | <u>3</u> Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: WHAT WILL RR DO TO
CHANGE CONDUCT OF BUSINESS AND SPEND
TO HELP SOLVE TERRE HAUTES PROBLEMS
RR COULD IMMEDIATELY BUILD A
PASSING TRACKS OUTSIDE TERRE HAUTE



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: FRED BROCKHURST Email: BROCKHURST@IEEE.ORG
Address: 177 CIRCLE

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

- | | | |
|---|---|------------------------------|
| <u>1</u> Margaret Avenue | _____ Hulman Street | _____ Ohio Street |
| _____ 13 th Street | _____ Locust Street | _____ 7 th Street |
| <u>2</u> 13 th Street/8 th Avenue | _____ 5 th Street/Lafayette Avenue | |

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____

WE NEED TO FOCUS ON INEXPENSIVE
QUALITY RATHER THAN CHEAP!



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: THOMAS SIPES Email: NTSEPS@FRONTIER.COM
Address: 524 FRANCIS AVE COURT T. H. 47504-1078

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2 Margaret Avenue 3 Hulman Street _____ Ohio Street
 _____ 13th Street _____ Locust Street _____ 7th Street
1 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: FOUND MEETING VERY INTERESTING

AND VERY INFORMED



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: CHARLES B. LEE Email: lee.charlesb@gmail.com
Address: 111 ALLENORUE LN

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
 _____ 13th Street _____ Locust Street 2 7th Street
 _____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? _____ Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: BOB NEWBY Email: _____
Address: 1520 S. 25TH ST

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue 2 Hulman Street 3 Ohio Street
 _____ 13th Street _____ Locust Street _____ 7th Street
 _____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes _____ No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: _____



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Stephanie Niece Email: stephanie_niece@yahoo.com
Address: 1237 Margaret Ave. Terre Haute, In 47802

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
 _____ 13th Street _____ Locust Street _____ 7th Street
2 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? _____ Yes No

3. Please share comments or questions you have about the study, and the results you have heard summarized this evening: Both + Margaret is seriously

jammed at all times.



**TERRE HAUTE URBANIZED AREA RAILROAD
CORRIDOR STUDY**

CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: McKinney J.L. Email: McKinney@rose-hulman.edu
Address: _____

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street _____ 7th Street
1 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:

Need to talk about open channel locations



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VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Alex Klibre Email: Klibreap@rose-hulman.edu
Address: 5500 Wabash Ave CM1707

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street 3 7th Street
2 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:



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VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Cody Batchelder Email: batcheld@rose-hulman.edu
Address: 5500 Wabash Ave

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

1 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street 2 7th Street
_____ 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:



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VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Kyle Boone Email: boone.kj@rose-hulman.edu
Address: 5500 Wabash ave Terre Haute IN

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

2 Margaret Avenue _____ Hulman Street _____ Ohio Street
_____ 13th Street _____ Locust Street 3 7th Street
1 13th Street/8th Avenue _____ 5th Street/Lafayette Avenue

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening:



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VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: Jane Creedon Email: jane.creedon@terrehaute.in.gov
Address: 1900 S. 20th Terre Haute, IN 47802

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

<u>1</u> Margaret Avenue	<u> </u> Hulman Street	<u> </u> Ohio Street
<u>3</u> 13 th Street	<u> </u> Locust Street	<u> </u> 7 th Street
<u>2</u> 13 th Street/8 th Avenue	<u> </u> 5 th Street/Lafayette Avenue	

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: Thank you for doing something about this issue. I think overpasses are the way to go, although signs indicating the locations of trains and their direction would also help.



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CITY OF TERRE HAUTE
VIGO COUNTY BOARD OF
COMMISSIONERS
METROPOLITAN PLANNING
ORGANIZATION

Name: JIM BURDICK Email: jburd.ck@watashyaalloyasphalt.com
Address: 110 BERKLEY

1. Please rank the top two, or three maximum, locations (1 is the your first priority, 2 is your second priority, etc) where you would most like bridge construction to occur:

<u>1</u> Margaret Avenue	<u> </u> Hulman Street	<u> </u> Ohio Street
<u> </u> 13 th Street	<u>3</u> Locust Street	<u> </u> 7 th Street
<u>2</u> 13 th Street/8 th Avenue	<u> </u> 5 th Street/Lafayette Avenue	

2. Do you think local officials should pursue development of a computer-based system that provides the 911 Center, emergency responders, and potentially motorists with information about local train activity and blocked crossings? Yes No

3. Please share comments or questions you have about the study and the results you have heard summarized this evening: I understand the approach of making sure we approach the problem get some relief by taking small bites. I'm also concerned that twenty years from now when train traffic doubles that we will probably look back and wish we pursued moving the N-S line out of downtown

WCIEDD INC

To:

Vigo County, IN

Placed By:

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) number of equivalent lines

Table with 2 columns: Description (Head, Body, Tail, Total number of lines in notice) and Value (1, 60, 1, 62)

COMPUTATION OF CHARGES

Table with 2 columns: Description (62 cost \$0.2601 cents per day) and Value (\$ 16.13)

Additional charges for notices containing rule or tabular work (50 per cent of above amount)

Charge for extra proofs of publication (\$1.00 for each proof in excess of two)

TOTAL AMOUNT OF CLAIM \$ 16.13

AD # 24002

Table with 2 columns: Description (Public Notice - THUA RR Corridor Study, etc.) and Value (26140, 7.4 ems, 1, 7 point)

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after showing all just claims and that no part of the same has been paid. Title: Legal Clerk/ Kim Wilkerson

PUBLISHER'S AFFIDAVIT State of Indiana) County of Vigo) ss: Sandra Seeley

Personally appeared before me, a notary public in and for said county and state, the undersigned Kim Wilkerson who, being duly sworn, says that she is LEGAL CLERK of the Tribune Star newspaper general circulation printed and published in the English language in the (city) (town) of Terre Haute, IN in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the dates of publication being as follows:

May 2 - 2012

Subscribed and sworn to me this 4 day of May Sandra Seeley Notary Public

My commission expires 2/16/2015 SANDRA SEELEY Notary Public, State of Indiana Vigo County My Commission Expires February 16, 2015

Printed copies of the final draft report will be available for public review and comment from May 2nd to May 11th, 2012 at the MPO's office located at 1718 Wabash Ave., Terre Haute, IN 47807, at the Main Branch of the Vigo County Library, One Library Square, Terre Haute, IN 47807, and in electronically accessible format on the World Wide Web at http://terrehautealteralistudy.com. Comments about the study or the final draft plan can be made by calling the Office of the Mayor of Terre Haute at (812) 232-9467 or the MPO at (812) 238-1561, by mailing comments to the MPO at the address indicated above, or by e-mailing comments to mpo@westcentralin.com. The public will also be afforded an opportunity for comment during the MPO's Transportation Policy Committee meeting on May 15th, 2012 at 5/2/12