

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

304964

ENTERED
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July 12, 2022
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Public Record

Finance Docket No. 36500

CANADIAN PACIFIC RAILWAY LIMITED; CANADIAN PACIFIC RAILWAY
COMPANY; SOO LINE RAILROAD COMPANY; CENTRAL MAIN & QUEBEC
RAILWAY US INC.; DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION;
AND DELAWARE & HUDSON RAILWAY COMPANY, INC.

—CONTROL—

KANSAS CITY SOUTHERN, THE KANSAS CITY SOUTHERN RAILWAY COMPANY,
GATEWAY EASTERN RAILWAY COMPANY, AND THE TEXAS MEXICAN RAILWAY
COMPANY

**RESPONSE OF THE COALITION TO STOP CPKC TO
THE COMMENTS AND REQUEST FOR CONDITIONS OF METRA**

Pursuant to Decision 18 issued by the Surface Transportation Board (“STB” or “Board”) in this proceeding, the Village of Itasca, Illinois, the Village of Bensenville, Illinois, City of Wood Dale, Illinois, Village of Roselle, Illinois, Village of Schaumburg, Illinois, Village of Hanover Park Illinois, Village of Bartlett, Illinois, City of Elgin, Illinois, and DuPage County, Illinois (collectively called the Coalition to Stop CPKC (“Coalition”))¹, hereby submit this Response to

¹ DuPage County, Illinois formally joined the Coalition on March 8, 2022. DuPage County is the second largest county in the State of Illinois (926,000 residents). Six of the Coalition members (Bartlett, Wood Dale, Itasca, Hanover Park, Roselle, and Schaumburg) are located either entirely or partially within DuPage County. The DuPage County government serves all unincorporated areas of the county.

the Comments and Request for Conditions of the Commuter Rail Division of the Regional Transportation Authority d/b/a Metra (“Metra Comments”).² Summary descriptions of the municipality members of the Coalition are included in Attachment A to the Coalition’s Comments and Requests for Conditions (“Coalition Comments”).

I. Introduction

In its opening Comments the Coalition explained how its municipality members are located along an approximately 40-mile segment of a line of railroad in metropolitan Chicago, Illinois owned by known Metra as its Milwaukee District West Line (“MD-W Line”). The line is also known as CP’s Elgin Subdivision, as CP operates over the MD-W line pursuant to trackage rights. The MD-W Line/Elgin Subdivision is one of the busiest lines of railroad in CP’s system. The Coalition members are located along the line from approximately Milepost 17.3 to Milepost 40.6 where the Elgin Subdivision joins the CP-owned Chicago Subdivision.³

The Coalition Comments demonstrated that the Control Application’s then-stated planned addition of 7.1 freight trains to the western end of the Elgin Subdivision post-merger would result in tripling the current number of freight trains, which would result immeasurable, collective harm to all the Coalition member communities. The Coalition further stated its belief that the Applicants have understated the extent to which freight rail movements per day would actually occur over this line in the first three years after the merger, and therefore the Applicants’ representations that their traffic projections were feasible and would cause no harm to the Coalition were wrong. The

² On June 9, 2022, Metra submitted Supplemental Comments on the Applicants’ Revised Operating Plan (“Metra Supplemental Comments”). The Supplemental Comments did not change the overall conclusion in Metra’s Comments that the proposed merger is not in the public interest. This Response also addresses certain points made in the Metra Supplemental Comments bearing on the points raised in the Coalition Comments.

³ Coalition Comments at 3.

Coalition asserted that the harm that will be caused by the stated and actual rail operations post-merger would require any approval of the merger by the Board to be subject to significant conditions to attempt to try to avoid the harm to their communities.

The Metra Comments provided the Board with a detailed, data driven analysis of the Applicant's proposed operations in the Chicago area that confirms the Coalition's fears about the western end of the Elgin Subdivision having insufficient capacity to handle post-merger freight and passenger rail operations, thereby producing delays, interference and associated harms to the Coalition communities. The sole focus of the Metra Comments is on the adverse effects of the merger on Metra's commuter operations, particularly massively increased delays and interference and operational issues stemming from increased traffic and dispatching disputes. The Metra Comments do not, therefore, directly address some of the other real harms the proposed merger would inflict on the Coalition communities, including but not limited to increased noise and vibration, interference with first responders, hazardous materials spills, increased emissions, and damage to utilities and other infrastructure. However, the Metra modeling analysis demonstrates that the potential additional adverse impact to the Coalition communities from Applicant's plans is much greater than they initially feared. In this Response to Metra's Opening Comments, the Coalition highlights the main aspects of Metra's filing relevant to the western end of the Elgin Subdivision and the Bensenville Yard and responds to other aspects of Metra's positions.

II. The Metra Comments Demonstrate that the Coalition's Concerns are Valid, and Indeed Understated

A. Metra's Evidence of Current Conflicts with CP Freight Trains is Corroborated by the Experiences of the Coalition Member Communities

Section IV of the Metra Comments contains an extensive, detailed discussion of how CP's current operations and dispatching practices on Metra's lines interfere with its ability to provide passenger service. Metra catalogues how these practices have occurred for many years and explains how Metra is greatly concerned that the proposed merger will compound already existing serious problems. The Metra Comments provide numerous examples of such issues on the MD-W Line and Bensenville Yard.⁴ In Attachment A to this Response the Coalition members provide additional, firsthand accounts from residents of the Coalition communities that corroborate Metra's assertions about the existence of current problems. Moreover, to date, residents of the Coalition communities have sent a total of 785 letters opposing the merger to state and federal officials, including U.S. Senator Dick Durbin, U.S. Senator Tammy Duckworth, Congressman Raja Krishnamoorthi, Congressman Sean Casten, Congressman Mike Quigley, President Joe Biden, Illinois Governor J.B. Pritzker as well as State Senators, State Representatives, and County Board officials.⁵ The Coalition fully intends to provide additional evidence of current and future harm to their communities through the Coalition's participation in the Environmental Impact Statement being conducted by the Office of Environmental Analysis.

B. Metra's Detailed RTC Modeling Analysis Confirms the Coalition's General Conclusions That the Proposed Merger Will Harm its Member's Communities

In their Application CP and KCS represented that the number of freight trains on the western end of the Elgin Subdivision would increase by 7.1 over the three years after merger approval. The Coalition's comments addressed how just this increase would more than triple the

⁴ Metra Comments at 26-40.

⁵ The Coalition elected to refrain from placing the 785 letters into the record of this proceeding at this time so as not to unduly add to the already voluminous record developed to date.

current number of freight trains that pass through their communities, causing significant harm. In addition, the Coalition expressed its concern that the Application and proposed operating plan understated the actual number of freight trains that would traverse the line, primarily because the Applicants' plans to divert 6.6 trains from the Chicago area by transporting them over CP's Marquette Subdivision did not appear to be feasible given the physical state of the Marquette Subdivision and the timing for the construction of additional capacity to accommodate the diversion. At the direction of the Board, the Applicants subsequently updated their Operating Plan, which among other things, resulted Applicants amending it to state that the number of new freight trains on the western end of the Elgin Subdivision will actually be 8, not 7.1. Pursuant to Decision 18 the Coalition supplemented its Opening Comments to address the updated operating plan to address this change, among other aspects of the amended Operating Plan.

For its Comments and its Supplemental Comments, Metra retained rail economic and operations experts to conduct a comprehensive, detailed modeling analysis of the Operating Plan's impact on Metra's passenger rail operations utilizing the Rail Traffic Controller ("RTC") modeling methodology that is recognized by the Board and utilized in its proceedings. The analysis highlights the MD-W Line (and the Milwaukee North Line or "MD-N" Line), recognizing that "Metra's territory, and particularly MD-W and MD-N, sits at an important juncture in Applicants' rail system, and comprises one of the busiest segments of CP's entire system."⁶ Metra also explains that, "CP's C&M and Elgin lines, of which MD-N and MD-W, respectively, are a part, serve as part of a juncture connecting traffic south and west of Chicago with Chicago and points

⁶ Metra Comments at 12.

east. These lines are located on one of CP's busiest rail segments, and connect to Bensenville Yard, one of CP's busiest yards."⁷

The RTC modeling analysis identified many issues and problems with CP's current operations over Metra's system, as well as significant problems and deficiencies with the Applicants' Operating Plan. As the Metra Comments summarize, "Metra's modeling reveals a stark reality: that Applicants' proposed Transaction will break the rail system at the critical "diamond"⁸ juncture that serves as the only connection between Applicants' northern and southern continental systems."⁹ This "stark reality" revealed by Metra's modeling analysis is entirely consistent with the Coalition's overall conclusion that the increased operations over the western end of the Elgin Subdivision post-merger will cause disruptions and harm that cannot be effectively mitigated, and so at a minimum the Board must condition any approval of the merger by capping the amount of freight trains on this segment at current levels.¹⁰

C. Metra's Analysis Demonstrates that the Coalition Conservatively Estimated the Level of Harm to their Communities from the Merger

Metra's overall assessment that the merger as proposed would "break" its system was based on several conclusions that confirm the Coalition's Opening Comments understated the harm to their communities that will be caused by the proposed merger if it is approved without significant mitigating conditions. First, Metra reveals that the Applicants' Operating Plan based its conclusions of available capacity on Metra's current usage, which Metra says is low because its

⁷ *Id.* at 9.

⁸ *Id.* at 15 ("the Marquette, Chicago, Elgin, C&M, Watertown, and Tomah Subdivisions form a diamond with vertices located at River Junction, MN, Sabula, IA, Chicago, IL, and Milwaukee, WI."), and 17, Figure 3.

⁹ Metra Comments at 18. Metra's Supplemental Comments did not change this conclusion.

¹⁰ Coalition Comments at 14, 21.

passenger levels dropped precipitously due to the COVID-19 pandemic.¹¹ Metra expects its ridership and use of the capacity on its system to rebound to 80% of 2019 levels over the next two years.¹² Moreover, Metra explains it is planning to increase and modify commuter traffic on the MD-W line that will require more coordination with freight trains, thereby and creating the potential for more conflicts and delays with freight trains that will cause disruptions to the Coalition Communities.¹³

Second, the Coalition Comments are also based on a general understanding that CP freight trains operated during defined time slots outside of the peak times for Metra commuter traffic, and that, therefore, the 8 additional freight trains post-merger would also attempt to fit into those time slots.¹⁴ The Coalition expressed its concerns that CP and Metra will have difficulty accomplishing this task. However, the Metra Comments reveal that, in fact, CP dispatchers often intentionally schedule freight trains during peak commuter hours, causing delays and disruptions.¹⁵ What's more, the modeling conducted by Metra showed that such scheduling during peak hours - which Metra states violates its trackage rights agreement with CP - may be necessary because CP's current operations depend on such interference to be successful.¹⁶ If true, then this means CP is already causing undue harm to the Coalition communities by disrupting peak commuter times.

Third, the Coalition Comments focused on the fact that just the addition of 8 (and potential 14.6 from the flawed plan to divert 6.6 trains onto the Marquette Subdivision, discussed in Section C below) freight trains on the western end of the Elgin Subdivision, standing alone, would cause

¹¹ Metra Comments at 5.

¹² *Id.*

¹³ *Id.*

¹⁴ Coalition Comments at 7-8

¹⁵ Metra Comments at 19, 25-26.

¹⁶ *Id.* at 19.

immeasurable harm to their communities. The Metra modeling analysis provides the additional clarification that the potential harm is actually much greater because Applicants have materially understated the total number of trains that will be on the MD-W Line post-merger. This refutes the Applicants' attempt to claim there will be sufficient capacity on the western end of the Elgin Subdivision post-merger to accommodate their increased operations with no adverse impact on the Coalition communities. Specifically, Metra reveals "over 100 freight and passenger trains traverse Metra's MD-W and MD-N daily and the volume causes both Metra and CP to incur multiple train delays daily. The pre-and post-merger train counts cited by Applicants represent only a small fraction of the trains that traverse those lines."¹⁷

As to the original 7.1 trains per day representation, Metra notes that the Applicants' original Operating Plan was "extremely misleading and understated because it only applies to part of MD-W east of Bensenville Yard, whereas the freight traffic west of Bensenville Yard is expected to change from 2.9 to 11.1 trains per day, an increase of 380%."¹⁸ This is higher than the 300% that the Coalition conservatively estimated. Metra also points out that the Applicants' analysis of available capacity excluded all Metra passenger trains, the trains of other railroads conducting freight rail service on the MD-W Line, and local switching trains.¹⁹ According to Metra's analysis, the omission of these trains produced an undercount of trains of more than 500%.²⁰

D. Metra's Analysis Confirms That Up to 6.6 Additional Freight Trains Might be Added to the Western End of the Elgin Subdivision Each Day Post-Merger

¹⁷ *Id.* at 56.

¹⁹ *Id.* at 58

²⁰ *Id.* In its Supplemental Comments, Metra points out that the Applicants excluded the presence of seasonal and other unit train traffic, such as unit grain trains. *Id.* at 59.

The Coalition Comments generally question Applicants' claim that a large benefit produced by their merger would be the diversion of 6.6 trains per day from entering the Chicago area by routing them over CP's Marquette Subdivision. This is because Applicants' Operating Plan provided no indication of when the infrastructure required to achieve this critical component of the plan would be constructed or when the diversion would begin. Absent that information, it appeared to the Coalition that the planned diversion of the 6.6 trains could not take place immediately upon the merger being consummated, and therefore all or some of those trains could only be transported to and from Kansas City over the western end of the Elgin Subdivision. As such the daily count of new freight trains would be as high as 14.6, a nearly thereby raising the new daily train count to nearly 15 from its current three, a 500% increase.

The expert analysis supplied by Metra confirms there is no timetable for the planned diversion onto the Marquette Subdivision and that the necessary infrastructure additions will take time to install. More significantly, its modeling analysis concludes that the capital improvements are "woefully insufficient," specifically:

the infrastructure of the Marquette Subdivision is inadequate to accommodate the new projected traffic on that line, and that Applicants' proposed infrastructure additions to the Marquette Subdivision are woefully insufficient to accommodate the projected increase in train volumes. Moreover, the topography along the Marquette Subdivision makes it extremely difficult for Applicants to make additional infrastructure investment that would be required to accommodate their planned volume increases. The only alternative is to re-route even more trains through Chicago, including over Metra's MD-W and MD-N, as CP already does at times, resulting in even greater traffic increases than Applicants already project. Applicants provided no discussion or analysis of this scenario.

Accordingly, Metra's detailed modeling of the Marquette Subdivision diversion component of the Applicant's Operating Plan confirms with the Coalition's preliminary conclusions that, because the Elgin Subdivision and other routings in Chicago "are clear

alternatives to the Marquette Subdivision, those routes can expect increased traffic along the North-South Corridor if the Marquette Subdivision were congested, undergoing improvements, or otherwise unavailable.”²¹ However, Metra goes a step further and states that even if the planned capital improvements are made, regardless of the timing, “Metra’s modeling also shows that Applicants’ new North-South Corridor, and specifically the Marquette Subdivision, cannot handle expected new traffic on it, even with proposed capital improvements. As a result, Applicants will likely divert even more traffic to Metra’s lines,”²² including the western end of the Elgin Subdivision.²³

In summary, Metra’s more detailed RTC modeling of the effects of the Applicant’s operating plan on the MD-W Line and other existing rail tracks in the Chicago demonstrates that the Applicants have materially overstated the capacity available to handle the significant increase in freight trains that plan calls for along with the existing freight and passenger rail traffic. The Applicants have done so by substantially understating the number of freight and passenger trains that will traverse the western end of the Elgin Subdivision post-merger. Relying on this approach, the Applicants have eschewed any analysis of the potential impact of the merged carrier’s operations post-merger on the Coalition communities. Metra’s detailed modeling study confirms that the impacts an unconditioned merger will have on the Coalition communities located on the western end of the Elgin Subdivision would be substantial and material. The Applicants’ decision to conduct no modeling analysis of their own using the RTC model, combined with their failure

²¹ *Id.* at 16.

²² *Id.* at 18.

²³ Metra included additional discussion about the Marquette Subdivision in its Supplemental Comments and its more recent Correction and Supplemental Statement filed on July 8, 2022. However, these documents did not alter the overall conclusions on this topic contained in Metra’s Comments and the original modeling analysis.

to provide any analysis of the impacts of the total number of trains on this segment post-merger, or the impacts of the inability to effectively implement the critical diversion component of its operating plan, should lead the Board to question the validity of the Applicants' operating plan and to closely examine the allegations of Metra and the Coalition that the proposed merger poses significant problems and harms to the Coalition member communities.

E. Applicants' Plans for the Bensenville Yard are Not Realistic

The Coalition Comments and its Supplemental Opening Comments have expressed the Coalition's concerns with the Applicants' plans to dramatically increase the usage of the tracks and roads surrounding the Bensenville Yard, already one of the busiest rail yards on CP's entire system. The post-merger plans are particularly problematic for the Village of Bensenville, whose boundaries extend east past the beginning of the western end of the Elgin Subdivision into the busier tracks utilizing the Bensenville Yard. Metra's Opening confirms that the Applicants' Operating Plan as applied to the Bensenville yard are problematic, outlining how Metra currently experiences an unreasonable number of commuter delays during "peak periods" for commuter traffic due to CP dispatch interference, including operating issues at Bensenville Yard. Typical examples cited by Metra include (1) CP impermissibly stopping freight trains on the Metra main line for crew and locomotive changes instead of inside the yard; (2) two long CP trains arriving at the Bensenville Yard at the same time, again clogging the Metra main line; and (3) longer trains (10,000 plus feet) causing delays because there is insufficient track in the yard to accommodate the longer trains and their ends hang out onto the main line.²⁴ These examples are consistent with

²⁴ See e.g., Metra Comments at 13, 40, 61.

the experience of the Village of Bensenville, whose residents and businesses suffer from such delays at road crossings as well as noise, vibrations, and locomotive emissions.

As the Coalition noted in its Comments, according to the Applicants, post-merger the Bensenville Yard would “see an increase of 112 cars for processing daily” and “face additional demand from anticipated growth in automotive and intermodal traffic,”²⁵ which Metra and the Coalition both believe will cause even more delays.²⁶ Whereas Metra’s Comments focus on the interference of freight trains and its passenger operations, the Coalition reiterates that Board cannot overlook the additional harm to the Coalition communities that will be caused by doubling current levels of daily truck traffic around the Bensenville Yard and the Bensenville community.²⁷ Green Street and Franklin Avenue in particular cannot adequately handle this increase.

III. Metra’s Proposed Infrastructure Improvements Might Help Alleviate Its Concerns about Service Delays but They are Insufficient to Address the Other Substantial Harms to the Coalition Communities

Metra’s Comments propose nine specific infrastructure improvements on Metra’s lines that Metra believes “might help alleviate the adverse impacts to Metra’s service projected by Metra’s RTC modeling.”²⁸ These include the “Addition of new powered cross-overs at Bartlett and Itasca” and the “Addition of receiving tracks at Bensenville Yard equal to the maximum length of incoming trains.” However, Metra is quick to point out that these and the other seven improvements it has listed will not resolve the problems posed by the merger, and that “serious

²⁵ Coalition Comments at 11, note 31 (quoting Operating Plan).

²⁶ Metra Comments at 13.

²⁷ Coalition Comments at 12, citing OEA materials:
<https://www.arcgis.com/apps/dashboards/665e5f3b1412406ea49454f573aefd35> (Bensenville Yard link)

²⁸ Metra Comments at 22.

delays and interference are inevitable.”²⁹ Metra also states that, absent the power to dispatch the movement of passenger and freight trains over the MD-N and MD-W lines, “this Board cannot mitigate the adverse impacts of the Transaction on the safety and reliability of Metra’s service.”

The Coalition submits that if the Board cannot mitigate the adverse impacts on Metra’s passenger service from the expected increase in freight trains and related issues discussed in Metra’s response, then the Board certainly cannot mitigate those impacts *plus* the related adverse impacts to the 325,000 inhabitants of the Coalition communities along the western end of the Elgin Subdivision. As the Coalition has detailed, these impacts include (1) serious delays and interference with commutes to work, Chicago O’Hare International Airport, school and other activities; (2) simultaneous blockages of the 51 road crossings on this route; (3) increased noise and vibrations; (4) increased emissions from locomotives and trucks; (5) increased response times for police and fire personnel responding to life-threatening emergencies;³⁰ and (6) increased wear and tear on utilities and other infrastructure underneath the rail tracks. For these reasons the Coalition repeats that, in addition to whatever conditions the Board imposes to address Metra’s concerns, it must also adopt the conditions proposed by the Coalition members in its Opening Comments, which are summarized as:

1. The specific mitigation measures proposed by the Coalition members summarized in Attachment A to the Opening Comments;³¹ as updated through in this proceeding, including the Environmental Impact Statement process being conducted by OEA;

²⁹

Id.

³⁰ See Attachment A at 1, 2, 16, 40, 53, and 71.

³¹ Attachment B to this Response is an updated preliminary analysis of mitigation measures prepared by the Village of Hanover subsequent to the Coalition Comments being filed.

2. Applicants' modification of their operating plan to eliminate any additional freight rail traffic from traversing the western end of the Elgin Subdivision post-merger and to find other routings for such traffic.³²
3. The Board's establishment of limits on the length of trains that can traverse the western end of the Elgin Subdivision post-merger.
4. Board's establishment of a public process whereby, if the merged railroad wants to add traffic to this line post-merger, it must first demonstrate it is operationally feasible and safe and agree to be subject to any and all appropriate mitigation measures.

IV. The Board Should Adopt an Oversight Period of at Least 10 Years, with Detailed Reporting and Monitoring Requirements

The Coalition Comments requested that the Board adopt an oversight process similar to the one it implemented in Docket No. FD 35087.³³ There, the Board established an initial oversight period of five years and reserved the ability to extend that period as needed. Metra has asked the Board to impose a 10-year oversight condition.³⁴ The Coalition concurs that the magnitude and quantity of the issues posed by the proposed merger in the Chicago metropolitan area required a longer oversight period. As such, the Coalition still maintains that the Board should implement the reporting and other procedures applicable in Docket No. FD 35087 as discussed in the Coalition Comments, but that the more appropriate oversight period should be 10 years instead of five.³⁵ Moreover, the Coalition believes that in these special circumstances if the Board approves the merger it should impose the additional condition of establishing an impartial local board or entity that is tasked, at the cost of the CPKC, to issue annual reports quantifying the

³² The Coalition notes that Metra concurs with this condition. See Metra Opening at 44 (“Until CP can demonstrate capacity through RTC modeling, it should not be permitted to allow further trains (apparently at Metra’s financial detriment) on Metra owned tracks”).

³³ Docket No. FD 35087, *Canadian National Railway Company and Grand Trunk Corporation – Control-EJ&E West Company* (Served December 24, 2008).

³⁴ Metra Comments at 3, 79.

³⁵ The Coalition notes that, under 49 U.S.C. §11327, the Board will have continuing authority to enter supplemental orders and to modify decisions entered in this proceeding after the 10-year oversight period.

impact of the merged carrier's operations on affected communities and its compliance with the mitigations imposed by the Board.

V. Conclusion

In conclusion, the Metra Comments have confirmed and expanded on the concerns expressed by the Coalition in its opening Comments. Metra's more in-depth, data driven modeling analysis provides significant additional support for the Coalitions' arguments that the merger of CP and KCS cannot be approved as proposed because the Applicants' plans for substantially increasing the number and length of trains over the western end of the Elgin Subdivision would inflict harm on the Coalition communities that could not be effectively mitigated without the expenditure of billions of dollars on a broad range of measures. The Board must therefore condition any approval of the proposed merger on a requirement that the Applicants revise their operating plan to eliminate any increase in the number and size of trains that currently operate over the western end of the Elgin Subdivision, and also on the other measures set forth in the Coalition Comments and Supplemental Comments.

Respectfully submitted,



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*Attorney for the Village of Itasca, Ill. and the
Coalition to Stop CPKC*

Dated: July 12, 2022

ATTACHMENT A



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Apr 15, 2022 at 4:32 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Jennifer Zambrano**Email:** [REDACTED]

Message: My daughter was not well and our pediatrician had recommended to take her to immediate care to be seen that day. Immediate care was going to close soon so we had to hurry, unfortunately there was a stalled freight train. It's scary to think that emergency vehicles could have a hard time reaching a house in a life or death situation.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, May 20, 2022 at 2:29 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Leah Mirante**Email:** [REDACTED]

Message: We have lived by this train for a few years and we have firsthand experienced what waiting can do especially when faced with an emergency situation. I was needing an ambulance and it could not get to my house due to the train stopped on the tracks. They had to have an ambulance come from a further distance which took a lot longer. I'm lucky my situation was not fatal. Something has to be done for safety reasons to fix this train issue. Please think about how this is negatively affecting our community.

Phone: [REDACTED]**Address:** 1 [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Apr 7, 2022 at 6:58 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** James Valles**Email:** [REDACTED]**Message:** To whom it may concern:

I live in downtown Elgin. I strongly oppose this merger. This proposal would absolutely reduce the quality of life downtown. I can barely deal with the train noise and delays. Imagine adding 300% more traffic. No way! We need quiet zones in downtown Elgin now. I can hear train horns every hour and in the middle of the night. It's extremely hard to sleep. I have surveillance video that has captured these sounds at all hours of the night. I would be more than happy to share. Increasing traffic on these tracks would mean the disruptions would never end. This is not sustainable or acceptable. Furthermore, every time I want to head West across the Fox River, I spend several minutes waiting for the trains to pass. This is a total inconvenience. I am concerned these factors will substantially decrease the quality of life downtown and adversely affect property values. Last, adding more traffic would increase pollution. We have a river with wildlife within 100 feet of these tracks. I am concerned about the possible health affects this poses.

Sincerely,
James Valles

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Apr 1, 2022 at 10:22 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Kara McAuliffe**Email:** [REDACTED]

Message: Our lovely suburban town of Roselle has many businesses and condos/houses located near the train tracks. If we were to have more freight trains coming through, this would affect not only our small businesses and residents, but our entire surrounding communities who are traveling to or passing through Roselle. We have an extremely dangerous and busy intersection at Irving Park and Roselle Road. There are often traffic accidents, and even deaths, because of the train tracks and where they are located. Having more trains passing through our small town will gravely affect the traffic flow, safety and accessibility for our residents. Also, We have many people living very close to the train tracks. The noise pollution would increase dramatically and negatively impact many peoples lives. I grew up one block away from the train tracks and could always hear the trains at night which would sometimes wake me up. Some of our restaurants have outdoor dining and the noise of the trains are disruptive to these businesses. We have already endured an increase in air traffic and the noise of that has been extremely difficult for all of us. roselle is just one of many towns along the Metra west railway that will be affected. I am asking that you please reconsider this merger and do not add additional trains coming through our small towns.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 2:45 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Jerry Scifo**Email:** [REDACTED]

Message: As you can see I live on Roselle Road. I have to cross over tracks at Central several times a day. I got stopped at least 75% of the time making me late for work or an appointment. Also the sound of the trains at night wake me up. Please don't increase the amount of train traffic. I cannot go a different route. And I don't want to have to move. Thank You

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:19 PM

Reply-To:

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Angela Misch**Email:**

Message: As a Metra MWD-W commuter, freight train delays interfere with my ability to complete my journey between home and work quite often. Leading to disruption in my family and work life. Adding more frequent freight train activity will impact timing,, noise and the general safety to our residents. In addition, the rail divides the town leaving it impossible to gain access to services on opposite sides of tracks this deters commerce growth for our village and community.

Phone:**Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 2:50 PM

Reply-To:

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Keith Wittenbrink**Email:**

Message: Railroad crossings with trains traveling less than 5mph or stopping are causing hardships for thousands of people trying to get to work or home to their families. I would not be opposed to this if the railroad took any action to elevate some of these crossing. The crossing at Stearns Road in Bartlett is miserable.

Phone:**Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:50 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Antonio Hernandez**Email:** [REDACTED]**Message:** They make a lot of traffic, therefore make a lot of us late for places that we shouldn't be late to if it wasn't for this issue.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 7:55 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Kim Vierendeis**Email:** [REDACTED]

Message: The train delays can be for 30 to 45 minutes long. Getting my kids to school at South Elgin has been delayed many times and my kids end up being late.

There is no reason for these type of trains to be running through a residential neighborhood.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 9:00 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Cheryl DahlKearney**Email:** [REDACTED]**Message:** Please create an appropriate infrastructure to support bridges over the tracks. I have missed flights due to long train delays on Irving Park Road. Ambulances get caught and can't get to emergencies or can't get to the facilities. This is a danger to the residents.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:11 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Melissa Cikesh

Email: [REDACTED]

Message: Living next to one of the Canadian Railway lines, I thought our biggest issue would be train noise on occasion. Unfortunately the number of times that the train has delayed us at all hours are too numerous to count. Because of the placement of this rail way (that bisects West Bartlett Road) we've had to go around either past Lake Street to the north or past Sterns to the south to gain access to the east side of the tracks. This was most concerning when I was pregnant and the crossing of the tracks is the only way we could access our hospital, or the next closest hospital if we could not access our primary.

Another main reason we chose the neighborhood we did was the easy access to public services like the fire department and police station. Again, I am always on high alert because they are found less than a mile away from my home, but are on the east side of the tracks.

To even get home, we have had to either choose to detour miles out of our way, or wait anywhere between 5 to 50 minutes depending on the speed or incidents that happen on these tracks. The increase of traffic on the rails would be a great detriment to our city and its residents.

Phone: [REDACTED]

Address: [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 11:57 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Tamara Kasuba**Email:** [REDACTED]**Message:** Family, friends, sport fields and schools for my children are all on the other side of those tracks. I have been delayed and rerouted more times than I can count. I do not support increased train traffic through our community!!**Phone:****Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 11:47 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Stefanie Querry**Email:** [REDACTED]

Message: When leaving for sporting events for my kids, we have gotten caught by a train. No train we would be between 5 & 10 min before the event. Due to the train on the tracks, moving very slow, or even stopped on the tracks we have been in excess of 15-20 minutes late for practice, games, events at Kohler Field or the Elgin Dirtbag facility. Not only are we as parents frustrated, at the sports levels we are at - the kids get punished for being late (can't play, or has additional conditioning to do - causing an emotional/embarrassing situation for these teenage kids)

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Mar 11, 2022 at 6:52 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Linda Grant**Email:** [REDACTED]

Message: I live a short distance from the railroad tracks that run through Downtown Roselle IL. We already have a constant stream of commuter trains, and plenty of freight trains that stop traffic, make loud "noise polluting racket," and when I heard to the proposed railroad merger that would bring even more trains through our small town, I said I would seriously consider moving if this happens. I am opposed to the merger, and I think it will not be dangerous children (which we have an abundance,) but to the community in general. No one wa to to live next to an airport, or a bus depot. The same can be said of a RR crossing with 300% increase in train traffic and noise pollution. I VOTE NO!

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Tue, Jun 28, 2022 at 10:38 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Valerie Bihun**Email:** [REDACTED]**Message:** I vote to stop it from passing**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, May 25, 2022 at 1:15 PM

Reply-To: [REDACTED]
To: stopcpkc@gmail.comSent via form submission from *The Coalition to Stop CPKC***Name:** Judy Eaton**Email:** [REDACTED]

Message: To whom this may concern: We wish to add our concerns to this merger. Our home is within a very short distance from rail track that will be much affected by this merger if train traffic triples as stated. We must cross said tracks to and from our home and/or driveway. My husband and I are up in years where either one of us may need emergency help in the future. I have been diagnosed in the past with heart issues and have had a stroke. If we need emergency access to main road, there is a good possibility we will not be able to drive across tracks to get help due to a major addition to train traffic. Also, even now the noise from the horn and passing trains are very loud, Additional train traffic would extensively add to the noise both day and night that would affect our quality of life day and night. The additional train traffic also brings more ground shaking vibration that will most likely affect roads, driveways, and foundations. Our home is not the only home that would be affected by this merger as several other homes are in the same dilemma. Please consider this plea when making your final decision on this merger. I would be interested in any or all alternatives to our concerns, and thank you for reading our concerns. Jeff & Judy Eaton [3758 Midway Beach Road Muscatine, Iowa 52761](#)

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Jun 10, 2022 at 9:49 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Lindsey Moyer**Email:** [REDACTED]

Message: I live in a neighborhood where the train tracks run parallel to my home. The trains are so loud in the middle of the night I am often woken up and thought that there was an earthquake or heavy storms. The reverberation from the train going so fast shakes my house where I am afraid there will be additional structure damage I have had pictures fall off of the wall and China broken into my China cabinet. The trains are causing structural damage to my home and this needs to be stopped.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Jun 10, 2022 at 10:51 AM

Reply-To: [REDACTED]
To: stopcpkc@gmail.comSent via form submission from *The Coalition to Stop CPKC***Name:** Joanna Wrona**Email:** [REDACTED]

Message: Constantly late for work!!!! The railroad blockage on daily basis also during weekends. Not being able to get to doctor/ vet appointments on time. No way to run errands quickly so I can focus on enjoying my family. Loud noises and horns during day and night and this is nonstop. Really...absolutely horrible!

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Sat, Jun 11, 2022 at 8:48 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Ana Carabajal**Email:** [REDACTED]

Message: The existing delays on Stearns Rd and on West Bartlett Rd are from 30 minutes to an hour. There have been times when traffic is backed up for miles. And there is no way around it. My child has been late for school on several occasions, I have almost run out of gas waiting for the train. Because Bartlett residents are familiar with these long wait times, I have seen risky behavior with drivers trying to cross before the train arrives, as the gates are going down. These trains literally divide our community in HALF. When I have called to complain, as I'm sure many have, nothing is ever done. They continue to run excessively long trains at a slow speed, break down on the track, and run trains during rush hour traffic.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Mon, Jun 20, 2022 at 7:51 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Theresa DelFiacco**Email:** [REDACTED]

Message: The railway is right behind my home. It is very loud and smells terrible while the trains are passing. There have been numerous times that the train is stalled leaving wait times at the tracks over 25 minutes. I am near the changing station and it was not this bad 10 years ago. It is already worse and the added amounts would just cause more delays more bad smells. They are not suppose to blow their horns but they do sometimes at 5am in the morning on the weekends. Enough already.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, May 25, 2022 at 12:54 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Judy Eaton**Email:** [REDACTED]

Message: Thank you for being diligent on this matter. We wish to add our concerns to this merger. Our home is within a very short distance from rail track that will be much affected by this merger if train traffic triples as stated. We must cross said tracks to and from our home and/or driveway,. Much added rail traffic could possibly damage ground structure, and or foundations. My husband and I are up in years where either one of us may need emergency help in the future. I have been diagnosed in the past with lung cancer, heart issues and have had a stroke. My husband is diabetic. If we need emergency access to main road, there is a good possibility we will not be able to drive across tracks to get help due to a major addition to train traffic. Our home is not the only home that would be affected by this merger as several other homes are in the same dilemma, Please consider this plea when making your final decision on this merger. I would be interested in any or all alternatives to our concerns, and thank you for reading our concerns Jeff & Judy Eaton 3758 Midway Beach Road Muscatine, Iowa 52761

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, May 10, 2022 at 4:36 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Laura C

Email: [REDACTED]

Message: Yesterday about 4:00 (5-9) and now again today @ 3:30 (5-10) the train is stopped blocking traffic on West Bartlett Road during peak after work traffic hours. This continurd for a long time. Today I rerouted just to find it was still stopped. This is unacceptable, especially at this time of the day.

Phone:

Address:

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Sat, May 7, 2022 at 7:28 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Kari Bockelmann**Email:** [REDACTED]

Message: I live 5 blocks north of downtown Bartlett. I drive through downtown Bartlett (therefore over the Milwaukee line train tracks) every day all times of the day: kid's school, groceries, gas, restaurants, library, park district, baseball games, visiting family and friends, doctors, kid's job. I have commitments and cannot be late. Sitting at the tracks waiting for a freight train multiple times a day will definitely impact my life negatively. Everything I do is over the tracks.

Also, downtown Bartlett is changing and growing. I love the new shops and restaurants coming in. By having longer train stops, that's going to prevent people from visiting. Downtown Bartlett won't survive.

Phone:**Address:**

Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Tue, Apr 12, 2022 at 1:42 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Susan Hilty**Email:** [REDACTED]

Message: I would like to see a Seismograph installed to measure the RICHTER SCALE vibrations when these come through. Who is monitoring the speed , the weight and the length of these trains? Who is covering the home owners DAMAGES? My home owners insurance just laughed! AND now we want MORE??

We already have a lot of damage incurred from the vibrations. There are longer trains and heavier than I think they should be. We can not get out of our cul de sac when there is a train on the crossing. I will be glad to share photos of the damage in my home. My shower area was just redone 6 years ago and we have big cracks the grout and the wall. My front walk and DRIVE are cracked. I was in the neighbors house and their BAY window is cracked and no longer attached to their foundation! The vibrations knock things off the wall. The tracks should not create that much vibrato in. My windows are leaking. Who's insurance company should I call for these repairs. AND now they want MORE!

I was told the line was phasing out when we moved here in 1991.

Address: [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Apr 6, 2022 at 5:06 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Evan Summers**Email:** [REDACTED]s

Message: Today (April 6, 2022) at 5:00pm a CP freight train completely stopped as it enters the Bensenville Yard. This is at prime rush hour for both automobile and Metra commuters. All grade crossings are blocked in the Village of Bensenville. There is weekday 5:04pm inbound train due at the Bensenville Metra Station that will be delayed. CP's assertion that they will stay out of Metra peak hours is clearly not practiced today and I have little confidence in CP's ability to abide by their promise.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 22, 2022 at 8:15 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Susana Rio Mangriotis**Email:** [REDACTED]

Message: I am regularly delayed with my current commute by trains. I have 3 kids in 3 different schools throughout U-46 and for each trip we need to cross tracks. It is upsetting to learn that daily our commute will have to change because of the trains. And when they ride the bus their school days will be impacted if the bus needs to arrive even earlier to make up for the delays. This idea will negatively impact families and create anxiety filled mornings for our kids as they commute to school. Our kids have already been through so much these past 2 years. Let's let them recover mentally before creating another unfortunate situation. Please for the sake of families do not do this deal.

Phone: [REDACTED]**Address:** [REDACTED] S

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 23, 2022 at 6:06 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Silvia Ortiz**Email:** [REDACTED]

Message: I moved to Bensenville in November of 2021 and have come across some challenges with the railway. Every weekend the longer freight trains pass frequently and delay me picking up my daughter. I've had instances where I arrive late and the smoke the trains release are terrible too.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Mon, Mar 28, 2022 at 5:50 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Tressa Johnson**Email:** [REDACTED]

Message: Roselle is already poised for a huge influx of new traffic thanks to the new builds happening in our town. If you add 6-8 new freight trains that would negatively affect our community in many ways. So many stops at train crossings adds not just to dangerous traffic increases but to waste of gas at the crossings and from the traffic back ups caused. Pair that w gas prices already on the increase we will be shouldering a huge financial responsibility at each household. Also a danger to our children who bike and walk to school, work, and around town in their free time. There would most certainly be an an increase in child deaths related to the train traffic. My husband and I coached soccer and one of our students was hit by a train and died. This young man held the promise of our community. I wouldn't want this kind of loss to become common place in my town. The increase in air pollution from these freights rumbling by, and noise pollution will adversely affect our property values. The increase in air pollution would greatly affect my family who already suffers from asthma and allergy conditions. I love my home town and would hate to see it negatively affected. Roselle is a lovely town to live and work in, I would hate to have residents fleeing the area due to noise and air pollution coupled with an unfair financial burden. We live in Roselle because it is a place where our children can walk and ride safely. Increased train traffic would take that away from us. Many of our residents commute to work , as will the new residents moving in. Increased freight traffic would interrupt their commutes and make Roselle a less desirous place to live. I fear it would be the downfall of our town.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Apr 1, 2022 at 7:14 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Nancy Mans**Email:** [REDACTED]**Message:** I have already experienced a fifteen minute wait to get out of my neighborhood, I am worried that if it was an emergency I would be trapped.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Fri, Apr 1, 2022 at 10:38 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Danielle Skwierczynski**Email:** [REDACTED]

Message: I am a lifelong Bensenville resident and am also a supply chain professional with experience in global and intermodal logistics along with direct experience with the growth of ecommerce from both B2B and B2C angles over the last 15 years.

I have lived and worked in Bensenville in retail/wholesale/importing/logistics, have witnessed the O'Hare expansion project and the subsequent O'Hare western access project, and recognize the significant value the CPKC merger offers to businesses and consumers whose freight would be handled by CPKC. However, the level of concern over residents and communities by the businesses and regulatory agencies involved appears to be negligible.

As with other communities affected by this merger, I, too am concerned with the general increase of freight traffic and how it will result in increased congestion, safety hazards, and noise. However, I am insulted by the lack of communication about this merger's long-term effects on our community yet am simultaneously aware that it is impossible for CP, KCS, or any other party/individual to forecast the freight traffic that may be occurring **MORE** than 3-5 years from now. What will this look like for our communities in 20 years? 50 years? With the disruptions of the pandemic on global supply chains, we've seen just how volatile demand can be. For example, total rail carloads have increased 9.9% in the last year alone. We are just at the beginning of a long period of accelerated investments into new services, new logistics strategies, and infrastructure projects that will reduce supply bottlenecks. To approve such a significant merger during a time of even more significant volatility and disruption when much is yet to be seen regarding the future of supply chains leaves our communities at the mercy of myriad additional forthcoming shifts that are happening that will have a domino effect across the globe. Chicago's position as an important transit hub for the US means that this merger will involve more than CP and KCS can possibly communicate. Have these companies both provided historical data from at least the last 5 years showing their load volumes, train schedules, volume of hazardous loads specifically, and more? If so, I would like to see it published publicly.

Aside from my professional experience, I am aware of/have witnessed the disruptive effect freight trains have on the Franklin Park community, which is near the CP yard and sees more freight rail traffic than neighboring Bensenville. The trains there frequently block all crossings in the downtown Franklin Park area, creating safety issues and disrupting lives. Residents of Franklin Park who rely on public transportation are unable to cross the tracks to catch their bus to work, resulting in lost pay and loss of livelihood. Many others are discussing what will be an inability of emergency personnel to reach residents in need of these critical services -- particularly in Itasca -- which is a concern I have as well.

It is irresponsible of CP, KCS, and governing agencies to move forward with this merger during this period of extreme volatility when **ALL** of the effects on our communities cannot be known to any reasonable degree by anyone.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Vanessa Rocha

Email: v [REDACTED]

Message: I live half a block from the tracks, my commute goes from 5 to 15 minutes when going to my parent's which is normally 3 minutes. The tracks freeze or get stuck you have to go around after cops arrive more gas more time. The worst is my house shakes everytime a freight train passes by, it shakes horribly which I think that's why I have cracks in my foundation and don't get me started on the pollution from trains and airplanes you seriously want to hurt us. Can't believe it's 2022 and still have to deal with train delays, freight train traffic and horrible pollution so yeah more trains more trouble to even go and see my parents pick up my kid from school more interruptions of my day and shaking of my house where I recorded a glass of water and it was moving horribly. Stop the CPKC we have enough with not getting window sound proof from airport when planes literally go over our homes with wheels down and we are not taken into consideration from the few that are greedy for more money! And no consideration for people and our lives.

Phone: [REDACTED]

Address: [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Sat, Mar 19, 2022 at 5:04 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Lisa Karesh

Email: [REDACTED]

Message: The trains have disrupted me working from home daily. Not only does my desk and computer monitor shake but the entire house does. Also, the trains cause a lot of traffic backups at multiple roads in the immediate area.

Phone:

Address:

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Sat, Mar 19, 2022 at 8:10 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Martina Kaminski**Email:** [REDACTED]

Message: As of now, we see severe impact that rail has done to our house. We moved in to this house 5 years ago and we still can't get used to rattling shower doors, walls and even the balcony when train is passing by. We live in 8th row from rail track. Walls and ceilings show many cracks year after year. Having that traffic increased we'll be exposed to more damage, not mentioning that just by our neighborhood there is a rail crossing that will severely impact the road traffic and most likely also increase thru traffic in our subdivision due drivers avoiding rail crossing to get to Schick Rd.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 10:59 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Carla Wetzel**Email:** [REDACTED]

Message: Our home is 50 yards from the train tracks. Every time a freight train passes by the whole house shakes so bad that our old double hung windows would rattle. You can FEEL the earth shake, a few years back we had an earthquake that woke me up and I assumed it was a freight train, same feeling! This will undoubtedly decrease property value unlike passenger trains.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 10:58 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Dan Reutimann**Email:** [REDACTED]

Message: Please block this from happening. There have been way too many train blockages at rail crossings due to equipment breakdown or also a complete lack of care for the community. There is already one line that increased rail traffic which intersects with this line which will cause one the crossing tracks to have trains stopped blocking many roads and preventing emergency services with timely responses to emergency situations which will result in deaths with not having received immediate care. With a lack of bridges at the crossings, it will cause children to arrive late to school. We already see it on other train lines in Bartlett. Then there is the lack of responsibility on the rail companies. No repercussions for the rail companies blocking the tracks for extended periods of times due to them being regulated by the Fed government. They know they have nothing to fear from the local governments. It is also a heavy commuter line for the city of Chicago which will only cause delays for the 10's of thousands which work in the city.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 5:45 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Carly Y**Email:** [REDACTED]

Message: The times at which the train crosses stearns road is inconsistent at best. It has caused me to be late in getting to meetings as well as picking up my children who are required to be picked up by a certain time or there are monetary penalties. The fact the timing of the train and duration are constantly changing make it hard to plan around.

Phone:**Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 7:34 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Lori Volpentesta**Email:** [REDACTED]**Message:** The train is next to my my neighborhood. We are consistently delayed in getting to work, school or any other appointment.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 1:26 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Nancy Fryzlewicz**Email:** [REDACTED]

Message: I have been stopped many times on West Bartlett Road. Trains have been very long, moving slowly or stopped completely. A few weeks ago I was late for an appointment because the train was stopped. I have to leave home earlier than is necessary due to these issues.

We do not need any more train traffic on the west side of Bartlett.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 2:19 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: J Harri**Email:** [REDACTED]

Message: Roselle is a family oriented bedroom community. We are gifted the charm of a small town with an elite educational program through district 12. As a bedroom community, our tax revenue is limited due to a limited number of businesses in Roselle. We already endure train traffic and O'Hare air traffic. An increase in train related traffic would negativity impact this small community. It would be more dangerous for kids/families to ride or walk around. It would decrease property value. Please don't increase train traffic in Roselle. Allow us to continue to be a charming bedroom community ideal for families.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Thu, Mar 17, 2022 at 3:06 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Viktor Sobusiak**Email:** [REDACTED]

Message: I resident in Wood Dale, IL where the Canadian Pacific cuts through a major intersection (Wood Dale and Irving Park Rd) I live next to. Way too often emergency vehicles have needed to stop because of freight and commuter trains. Freight trains are known to stall as well. Both have countlessly delayed emergency vehicles from getting to the their final destinations. When minutes count and lives are on the line, there is no room for additional freight traffic on the CP line. The traffic would significantly impact the quality of life in our town - bringing additional traffic and pollution. Wood Dale is also trying to establish a downtown area - which the additional traffic would also impact.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 7:40 PM

Reply-To: a [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Anna Bennett**Email:** [REDACTED]**Message:** I'm against this happening for many many reasons.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 8:23 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Linda Caruso**Email:** [REDACTED]

Message: When we moved in 14 years ago we had some trains. Then OHare added runways. All we need is more trains!! I can't sit in my backyard and enjoy a conversation or music as it is. We even try closing windows and that doesn't help! PLEASE don't allow this new venture to happen!

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 7:01 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Rita Fletcher**Email:** [REDACTED]

Message: I get stopped by trains at least twice a day - either by a freight or metra. When riding my bike I have to go over one or two sets of tracks depending on the direction I go. This means I get stopped by trains and have to breathe in car fumes while waiting for the train to pass as I'm stuck in line waiting with all the cars. More trains will make things worse

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 5:20 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Dawn Sansone

Email: [REDACTED]

Message: I've lived in Roselle for almost 14 years. I have heart disease and have had the ambulance called a few times. I've been lucky and have never caught a train when being brought to the hospital. I'm very afraid of having to go to the hospital and being stuck by a train. This could mean the difference between life and death. No train is more important than a human life.

Phone: [REDACTED]

Address: [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 4:40 PM

Reply-To:

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Kimberly Wintz**Email:**

Message: We live right next to the tracks. In order for my kids to get to their schools, we must cross the tracks. Currently they are in 2 different schools, so we cross the tracks 4 times a day. If there was more train traffic, that would definitely effect my kids before and after school routines.

Phone:**Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 9:00 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Christine Hunter**Email:** [REDACTED]

Message: The train delays that occur on Rt. 59, between Shick Road and Struckman has caused numerous drivers to utilize Woodland Hills Parkway and Woodland Hills Drive as a shortcut to Munger Road to try and avoid the traffic on 59 and to be able to access Army Trail Road. Unfortunately, most drivers do not heed the 25 MPH speed limit throughout the subdivision. In addition, this shortcut is also utilized by 18 wheelers who also do not feel compelled to heed the speed restrictions. The entire perimeter of Woodland Hills Drive has walking paths that are utilized by children on bicycles, people walking their dogs and is a bus route. At some point, if the train traffic and delays aren't rectified, and our subdivision is used as a short cut, some one is bound to get seriously injured and our streets will require additional maintenance from damage that may occur from the truck traffic.

Phone:**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 10:14 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Dawn Trevino**Email:** [REDACTED]

Message: The trains are constantly stopping and slowing me down from my daily life. My son is autistic and counts on me to be on time to pick him up and drop him off to school or any event. Being late because of a train isn't an option in my household. It sends him into a screaming panic that takes hours to bring him down. I have to leave an hour early everyday just in case that cargo train comes crawling thru. I either get caught coming or returning by that ugly, loud and time stopping train. My whole family hates it. All night we hear it and it wakes us up! But getting stopped everyday from one of those freight trains is too much!!!

Phone:**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 11:34 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Karolina Gibala**Email:** [REDACTED]**Message:** I moved to Wood Dale 2 years ago

I loved the neighborhood, lots of greens around, I moved from Norridge so plane noise was not a big deal.

Trains on the other hand are horrible.

I have to plan my day and think about extra time just in case i will be stuck on Irving Park for 20min or Arlington Hts just to be on time in work.

Also I can hear trains in the evening and I live like good 2 miles away from railway.

This is enough

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 3:09 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Trish Hasanof**Email:** [REDACTED]**Message:** Concerns would be:

Noise:

If 6-8 freight trains, 2 miles long came through, each day, how many hours of noise will we have to endure through the day and night?

Would there be horns? Would the gates have bells?

Safety:

What happens to the people on the opposite side of the tracks as the hospital, fire, and police? What happens when an ambulance can't get to a citizen? How do you get around a freight train?

Logistic:

The trains are so long that they will stretch from one end of the town to the other. There will be no by-passing the train at any point.

There will be traffic back up from I390 and Irving Park rd. Waiting to cross over the tracks.

Residential:

Lost time. Lost fuel. Lost money

What will Roselle get in return for allowing the trains to pass through our town?

Will the railway pay for an overpass or damage to the roads?

Will this inhibit Roselle's ability to build, progress, and grow?

Will we be reimbursed for said loss of profits to Roselle?

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Wed, Mar 16, 2022 at 4:33 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Nicole Johnson**Email:** [REDACTED]

Message: The rail lines going through the western Chicago suburbs affect my daily commute and errands. I live in Bartlett, IL and work southwest in St. Charles. I cross the Milwaukee West tracks going through town first and then the tracks across Stearns Road twice, while I transfer over to Illinois route 25. Just last week I was delayed due to freight trains crossing at both Stearns Road crossings. Usually I encounter a train on the first Stearns Road crossing about 1-2 times a week in my commute. A few months ago, while driving west to St. Charles to a dentist appointment, there was a freight train parked downtown Bartlett, causing me to re-route over to Route 59 and then there was a freight train parked on Stearns Road. I tried to re-route through the center of Wayne, but the backups from the trains made the drive very slow. I was about 15 minutes late to my appointment and I would have been on-time if not for the trains. I have lived in Bartlett for 14 years and the stopping/parking improved about 10 years and was very manageable due to the trains not parking for longer than 5 minutes generally. When I first moved to town, they often parked and one would need to re-route because they rarely moved for a long time. The Metra trains do not cause a disturbance because they do not park or block crossings for longer than a minute or so. That dentist appointment delay was one of the worst I've ever experienced and I can't imagine if that were to become a regular occurrence when traveling west or southwest.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 8:49 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Jamie Robertson**Email:** [REDACTED]

Message: We live just on the other side of the tracks I have 3 children 2 of them are type 1 diabetics if there is a train and they need 911 the train would inhibit getting the medical attention they need and would have to send another station that is further away. My husband and I have been late to work because of trains that were too long or were stopped on the tracks for an extended period of time. No more trains!!!

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 8:38 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Oliva Figueroa**Email:** [REDACTED]**Message:** The horne sound is sooo annoying every time Metra goes by I can't imagine adding more noise to our beautiful town...I oppose any more trains coming thru...**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 8:13 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Beverly Jaszczurowski**Email:** [REDACTED]

Message: We have lived just west of CN tracks that cross West Bartlett Road for almost 18 years. In that time the increase in the number of trains has negatively impacted our lives. We have been stuck by stopped trains in our efforts to go east - get to doctors appointments, work. Stopped trains are not predictable. You can't leave early enough to make it on time if you have no idea how long the train will be stopped. We have been stuck trying to get home. One time when my kids were younger and home with a sitter, I was trying to get home because one of my kids spiked a fever out of the blue and was super sick. I was stuck by that train for nearly 20 minutes. I called the number on the sign. It was a nerve wracking 20 minutes for me as a young mom - for our babysitter and my sick kid too. I have to go that way every day to get to work. Otherwise, we do not go west regularly. We don't shop in Bartlett which hurts the entire community. On the rare occasion when we get take out from the down town area, nearly every time we get stuck by a long train bringing the food home. It is inconvenient and irritating at best.

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 7:59 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Patricia Jimenez-Cedillo**Email:** [REDACTED]

Message: I am currently a Bensenville resident and so are my parents. I live on the south side of the tracks and my parents live on the north side of them. I work in the south side and I am limited on time to come and pick up my parents to take them to their doctors appointments. Most of their appointments are at the center for health in Elmhurst. If I'm just caught by a train, either in the morning or in the afternoon, I can miss their appointment. This has happened to us and we had to reschedule their appointment and had to pay a fee for missing that appointment. Although, these are doctors appointments may not seem life threatening, I know that there may be a time when an emergency may arise and the trains may delay my arrival to my elderly parents whose health is not in the best of shape. Please consider all the many ways the added rail traffic will cause on local residents such as this case. This can be life threatening to many families like mine.

Phone: [REDACTED]

[REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 6:20 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Aizaz Ahmad**Email:** [REDACTED]

Message: I live in Herons landing subdivision in Bartlett. It is almost a daily occurrence that one of these very long freight train gets stuck at the west Bartlett railway crossing causing traffic jam on both sides of the road. There is no other alternative to reach home. It is very frustrating. Please don't allow more railway traffic unless these companies pay to get over head bridges built.

Phone: [REDACTED]
[REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 4:14 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Jennifer Thanasenaris**Email:** [REDACTED]

Message: I have a fairly quick commute down Stearns Road in Bartlett when there are no train delays. However, I am often late to work anytime I catch the freight train crossing this road. Multiple times this month the train stopped without fully clearing the crossing, and cars were stopped for at least 15-20 minutes before being able to proceed, causing me to be late to work. I work in a school, so being late impacts students and other staff and causes a significant disruption to the morning. I am very worried about additional trains coming through our neighborhood and causing additional delays.

Phone: [REDACTED]

[REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 4:31 PM

Reply-To: [REDACTED]

Sent via form submission from *The Coalition to Stop CPKC***Name:** Debra Brausam**Email:** [REDACTED]

Message: I am a Bartlett for 9 years. I live west of the tracks off of west Bartlett Rd. I work in downtown Chicago 5 days a week, and I have to rely on the metra for transportation on a daily basis. I take the 6:00am train, and I almost miss my train at least once a week. I have been late to work numerous times and have been reprimanded. I have had to just turn around and go home and call in to work sick, after getting up at 4:30am, getting ready just to be late or turn around and go home. Also after working 12 hours I am late getting home because I sit, sometimes for 20 minutes as the train in STOPPED on West Bartlett Rd. Looking back, I would live East of the tracks as every morning I am stressed out until I cross the tracks. We shouldn't have to be stressed or scared every day that we might be late or miss our transportation to work.

Phone:**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 4:35 PM

Reply-To: tlb2124@hotmail.com

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Tracy Murphy**Email:** [REDACTED]

Message: My children's school is exactly 6 minutes away from my work at Munger/Stearns in Bartlett...but unfortunately I have to cross over the tracks on Stern's road so I always allot an additional 10 minutes just in case.. On more than one occasion, I have waited well 12 to 16 minutes for the train. At one point recently it was even stopped and I missed picking them up, a teacher was phoning me and there was nothing I could do. It is ridiculous. I have it the train three times in one day...each waiting about 8 minutes. The train moves at a snails pace, and often stops completely for a couple of minutes!

Phone:**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 5:27 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Laura Sircher**Email:** [REDACTED]**Message:** We live in Oneida & when those freight trains rumble by, it vibrates the house, especially when the cars have nothing in there.**Phone:****Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 5:40 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Colleen McCarthy**Email:** [REDACTED]

Message: Several times a week, I am stopped by the trains in Bartlett, IL. Unfortunately when I get stopped, it isn't for 2-3 minute period of time. I get stopped for 5-10 minutes. There have even been a handful of times in just the last few months when I know the trains have completely stopped for at least 30 minutes to an hour. These trains have inconvenienced me at all hours of the day. Whether it be 8:30am, 3:45pm, 5:30pm, and even as late as 9:00pm. Drivers will tolerate being stopped for a typical time of 2-3 minutes. But 5-10 minutes or more is incredible inconvenient. Most recently, I was stopped for 15 minutes. This must stop. The main roads that these trains affect are Route 59 and Stearns Rd. Both of which are highly trafficked roads. These train delays affect too many people, not only the residents of Bartlett, IL but also residents of the surrounding towns. This is absolutely unacceptable and must change.

Phone:**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 4:07 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Jacqueline King**Email:** [REDACTED]

Message: I recently had a baby and as any parent knows finding a good daycare is an important piece to take care of months in advance. We found a wonderful in home daycare in Roselle that offered everything we were looking for but decided not to go with them due to the railway crossing. Both my husband and I are full time teachers and have a very specific time we need to be at school. The drop off time for the daycare was very specific and would work for us but only if we didn't catch multiple trains at the the crossing. Unfortunately the backup in traffic that happens and the train traffic caused us to have to go with a different daycare that didn't involve crossing the railroad. Sadly this meant not giving our business to someone local.

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Tue, Jun 28, 2022 at 10:26 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Sandra Class**Email:** [REDACTED]**Message:** I'm a resident of Roselle and I oppose the Canadian Pacific-Kansas City Southern freight train merger.**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:52 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Rabya Hyder**Email:** [REDACTED]**Message:** Too loud specially late at night . I often wake up.**Phone:****Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:52 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Beth Grubb

Email: [REDACTED]

Message: When train crossing Irving Park Road and Roselle Road Roselle Road gets backed up. Drivers become impatient and cut thru Devon Rosemont and Granville. Most of these drivers speed thru these streets..this area has lot of small children and lots of dog walkers. Have witnessed a lot of near miss accidents when heavy train during the rush hour. Furthermore the noise is in bearable of the train horns. The 3.30 AM freight train thru this town wakes us up often during the summer when our windows are open.

Phone:

Address: [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:25 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Martyna Borkowski**Email:** [REDACTED]**Message:** Late for work many times.**Phone:** [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 2:04 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Peter Spizzirri**Email:** [REDACTED]

Message: I have lived in Bartlett for 14 years and the ONLY reason I would move is because of the train on W Bartlett Rd. Obviously trains are very inconvenient but our biggest concern is safety. Cars and trucks making u-turns and causing bigger problems. It's a very bad idea to have this train in the middle of residential and blocks away from a large industrial district. Every day commuters, buses, 18 wheelers and a bike path avoiding train traffic is a recipe for disaster. I believe there is a compromise but no one wants to talk about overpasses and underpasses because of cost. Safety always seems to take a back seat!

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 2:41 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Andy Yung

Email: [REDACTED]

Message: Last night (~8:25pm on 14 Mar), there was a train which crossed at Stearns Road (west Munger) which stopped traffic for 14 minutes (in Bartlett, IL). The train slowed to a complete stop where the last two rail cars remained blocking the road. The complete stop only lasted 2 minutes, but the overall delay of 14 minutes resulted in a significant back-up of traffic on a Monday evening. This would have been a disaster during rush hour.

Phone:

Address: [REDACTED]

Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 2:59 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Len Masella**Email:** [REDACTED]

Message: The trains affect me and my family every single day. Either stopped by them or can't get out of the subdivision because of traffic from a stopped or slow moving train. I have seen trains stopped on the tracks more times than I care to remember. One time for over an hour the train was stopped. It is ridiculous in this day and age that trains cause so much chaos every day.

Phone: [REDACTED]**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:10 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Chauntelle Corley**Email:** [REDACTED]

Message: When I first moved into herons Landing subdivision in Bartlett, there was no issue with trains. Im referring to the tracks on west bartlett road. A few years later is when the train traffic became excessive. I can go out to lunch and hit a train on my way out and maybe 40 minutes later on my way back I had another train. I have missed business meetings I have missed doctors appointments I have missed surprise parties all because the train traffic is excessive for this area. It causes significant delays, not just because of the frequency of the trains that are passing through the tracks but also because they stop on the tracks and don't move for a long period of time. I'm sure there's been many emergencies where ambulances could not get through. It is not fair to this area (and many other surrounding towns) and I never would've bought a house here if I had known that the train traffic (and extra vehicle traffic due to trains) was going to increase so significantly a few years after I purchased my home. Please do something to reduce the train traffic. When they rerouted the trains for a year or so as they were working on decisions, things were so much better. Please put it back and reroute the trains away from these tracks. Thank you!

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 3:12 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Tonia Pickard**Email:** [REDACTED]

Message: We built our dream home in Bartlett close to the crossing at Lambert/Spaulding! Each additional freight train means longer wait to get to high school. That however is not the main concern! Few years ago there was a derailment and fire on the tracks-thank God the wind was not coming in the direction of our homes or we would have needed to evacuate! Please stop more trains from coming through our beautiful family filled town!

Phone: [REDACTED]**Address:** [REDACTED]

Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 1:57 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Erin Faille**Email:** [REDACTED]

Message: I live off of Naperville Rd. The train isn't suppose to sound the horn but does all hours of the night. There is basically one way in and out so when it's blocked you have to go all the way around. There was a moment where a building was on fire. Part of Naperville closed and West Bartlett and the train block it. It is dangerous to the residents who may need emergency services etc. When it's blocked on 59, that's the only other way around. So then both ways are blocked and we are stuck. It's not just 5 or 19 min , it's hrs..can be an hr. 2 hrs etc. It very much interrupts life. Think when your on your way home fro work and just have to cross the railroad tracks and your stuck by the train. I've literally fallen asleep waiting for it. When every one's is trying to turn around on 59 or Naperville it causes several accidents at a time. Guess what we need..emergency services. We have had enough!!!

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 1:20 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Gigi Arceo**Email:** [REDACTED]

Message: Everyday, I drive along Stearns Road heading towards St. Charles via Dunham Road. The railroad crossing in Stearns Road (Bartlett area close to the Business Park) has a railroad crossing I pass each commute. 2 to 3 times a week in the mornings, the train will pass there traveling as slow as possible blocking the whole roadway. 75% of the time, it will also stop when passing indefinitely blocking my way to work. Each and everytime this happens, I have to text my work that I am going to be late this despite the fact that I always allot 15 extra minutes for me to get to work. Being blocked in a major roadway has been a huge inconvenience and has impacted my job. I don't understand why a very long train isn't equipped to travel at least some decent speed and why do the trains stop midway and block the whole road? I hate the trains enough as they are but if they increase train traffic via this merger and will put longer trains, it will be such an extreme inconvenience for all of us using Stearns all for the sake of profit. I have lived in Bartlett and I also hear the trains blowing their horns in the middle of the night. How can our kids have some good night sleep when things like this happens? I do not support this merger and think it is a detriment to the people.

Phone:**Address:**Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 1:18 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Ewelina Jarzynska**Email:** [REDACTED]

Message: The railroad runs behind my yard.
The walls in the house are cracked every year.
I must do repairs and painting every 1-2 years due to this heavy train going through people's yard.

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 1:06 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Marcia Laspisa**Email:** [REDACTED]

Message: I live on the west side of Bartlett, both of my grown children bought homes on the east side so I could care for my grandkids! Several times I have been late to pick up them up from school or preschool due to trains stopped on tracks going around doesn't help and adjusting your schedule doesn't either I would have to leave 45 minutes earlier to get to the other side of bartlett a 5 minute drive without train issues! I've lived in Bartlett since 1983 and this issue just keeps getting worse, I worry about ambulance fire and police getting to us, if we had a printed time schedule maybe we could avoid certain times but as it stands there's no way to account for it! Increasing train traffic will be a nightmare, and our next choice will be relocating away from the trains.... This is what is happening to people who once loved these towns, we're giving up!

Phone: [REDACTED]

[REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:44 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Lauren Yarnell**Email:** [REDACTED]

Message: I live where the freight train is right behind my house. It never bothered us before because the conductors were courteous and wouldn't barrel through causing our whole house to shake. Now that the train runs so frequent, the trains are constantly stopped for almost full days and trains speed through. It's all been frustrating with a new baby, but like I said before - because it ran so infrequent and the conductors were courteous, we never noticed them.

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 11:40 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Amanda Mahaney

Email: [REDACTED]

Message: I live in the north side of the tracks and my sons school is on the south side of the tracks. Excessive grains have caused delays to and from school not to mention in emergency situations needing to get to my son. Additionally my husband rides the metra to and from work and the freight delays cause him to be late getting home and mkss valuable family time like our sons baseball games.

Phone:

Address: [REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 11:55 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Jujhar Singh

Email: [REDACTED]

Message: I live in Herons landing sub division , so I have to go across the rail road tracks numerous times a day including dropping and picking up my son from school. So sometimes when train is stuck , I get late even tho I give myself extra time to be on time. So we already have issues with this which will just get worse with the collaboration of this.

Phone: [REDACTED]

Address: [REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 11:56 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Sadia Imran**Email:** [REDACTED]

Message: I work at O'Hare. I live in Carol Stream by Lies Road. I have no choice but to take Army Trail road. No matter which way I go, I have to face the rail crossing at least twice. Once near Costco on Army Trail or Target on Schamle Rd. Another one on Wooddale and Irving Park Road. Thankfully, the York road & Irving Park road crossing is now has underpass (no longer an issue). We already suffer with broken signal several times. During bad weather it gets worse. Other times, there will be no train but the signal is there! Once you get stuck you know it's a 10 min plus wait. We already have to wait for Metra. Now these mile long freight train will make the traffic worse and the waiting longer. These trains are long. Now, if these trains are going to be blocking traffic this way and I understand the necessity of your business please make an underpass or overpass. You could say, "oh take a detour." If you are lucky to get out of the waiting traffic and make a detour, the chances are there is another crossing on that direction too!!

Phone: [REDACTED]

[REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:17 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC*

Name: Rick Miller**Email:** [REDACTED]

Message: I live in the Woodland Hills subdivision just south of the tracks and the current volume of trains on a daily basis is already very disruptive with excessive noise levels during the day and at night when trying to sleep and my street isn't even the one closest to the tracks. We avoid going north on 59, choosing to take the longer route over to Bartlett Road where there is an underpass so we can avoid potential long delays on 59 which we have encountered too many times. As a Bartlett resident i am strongly opposed to more rail traffic on this line.

Phone:**Address:** [REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:42 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Shahbaz Hashmi**Email:** [REDACTED]

Message: I live near the railroad line off 59 and struckman. There is already congestion with the train. With longer trains drivers begin to use come down Struckman to try and get around the train this increases traffic in the neighborhood. Also if there are more trains using the lines there is a greater chance of trains that get stalled. It has happened in the past, and will likely happen again. With additional service we will expect to see more trains coming at night. This will be an increase of noise during the night. I am against adding more service to what is already a heavily used track.

Phone: [REDACTED]

[REDACTED]

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Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 1:22 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Daniela Puiulet**Email:** [REDACTED]**Message:** Behind my back fence of my backyard is the railroad!!!

Of course my life is affected about the freight trains... entire house is shaking when one of these mastodons is running
I can't enjoy my barbecue or granddaughters visits because of heavy running trains

Phone:**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Mon, Mar 14, 2022 at 6:40 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Matthew Davila**Email:** [REDACTED]

Message: I'm surrounded with a mile or 2 radius by Rail and Freight. It's troubling when you've got so much noise coming from ohare airplanes and now rail/freight wants to expand. The fact my property tax has increased by over \$1000 since moving to Bensenville 6 years ago and not they want to increase traffic congestion plus annoying train noise really makes me want to move from Bensenville and Illinois as a whole.

Phone: [REDACTED]
[REDACTED]Does this submission look like spam? [Report it here](#).



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Tue, Jun 28, 2022 at 10:34 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Tom Class**Email:** [REDACTED]**Message:** I'm a resident of Roselle, IL. I oppose the merger of the Canadian Pacific-Kansas City Southern freight train merger.**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Sat, Mar 12, 2022 at 8:39 AM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Raymond Carrion**Email:** [REDACTED]**Message:** We oppose the CPKC merger. We've lived here in Roselle for 27 years. We do not want more rail traffic.**Address:** [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - New Form

1 message

Squarespace <form-submission@squarespace.info>

Tue, Jun 28, 2022 at 10:34 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Tom Class**Email:** [REDACTED]**Message:** I'm a resident of Roselle, IL. I oppose the merger of the Canadian Pacific-Kansas City Southern freight train merger.**Address:** 6 [REDACTED]Does this submission look like spam? [Report it here.](#)



Lissa Druss <stopcpkc@gmail.com>

Form Submission - Tell Your Story

1 message

Squarespace <form-submission@squarespace.info>

Tue, Mar 15, 2022 at 12:43 PM

Reply-To: [REDACTED]

To: stopcpkc@gmail.com

Sent via form submission from *The Coalition to Stop CPKC***Name:** Bob Tomaso**Email:** [REDACTED]

Message: Raised in Bartlett since 1978, so I've seen a lot over the years. DO NOT allow this to happen! I have seen firsthand on numerous occasions, police and fire vehicles with lights activated waiting to pass a crossing because of a freight train. I DO NOT CAR and it is IRRELEVANT that there are mutual aid agreements in place for situations where a crossing is blocked and a neighboring town responds to a call. In cases of heart attack and stroke, minutes count. Parking your 2 mile long train through a crossing, or even the amount of time a 2 mile long train would take to pass the crossing is the difference between life and death for a medical emergency. It already takes an excessively long time to travel through the town of Bartlett. Allowing this to move forward will be one more reason to slow down traffic. Any accident that happens on [Rt. 59](#), [US 20](#), West Bartlett Rd., or Stearns Rd already incapacitates travel through Bartlett. Throw in a 2 mile long train to make it worse! Additionally, Bartlett is trying to attract business to the town, and specifically into the downtown area. Let's let frequent 2 mile long trains to pass through the center of town. That's just another reason for people to visit other towns. Let's do more to turn people away from Bartlett. Might be time to move out of Bartlett?

Phone: [REDACTED]

[REDACTED]

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ATTACHMENT B

February 18, 2022
Amended on 3/17/2022

Village of Hanover Park

Estimated Costs

1. Measures to control increased vibrations (dampers, structural, mitigation of homes)	\$3,000,000
2. Measures to control increased noise through abatement program (residential homes, windows, landscaping)	\$2,000,000
3. Establishment of a Quiet Zone within the Village	TBD
4. Emergency Operations Center backup, hazardous materials bulk supply, and public works emergency support vehicle storage. Construction of an addition to the Fire Station #16 property to serve as EOC backup and facility to store vehicles, supplies, and systems needed for response due to rail emergencies.	\$6,000,000
5. Funds to mitigate damages to municipal roadways and utilities near the tracks	\$2,500,000
6. Engage a professional engineering firm to perform an analysis on exactly what the impact of the rail expansion would be to the residents, businesses, infrastructure, and emergency response and to assign expected short & long-term impacts and assign projected costs.	\$1,500,000
7. A multi-jurisdictional command vehicle to be utilized by the Village of Hanover Park Fire Department Emergency Management Division, Police Department, and Public Works Department to respond to any large-scale railroad incident or emergency.	\$500,000
8. Hazardous Materials monitoring and mitigation equipment, including but not limited to 4 gas monitors, natural gas detectors, remote area monitoring, calibration equipment, single gas monitors, thermal imager cameras, chemical identification, volatile organic monitors, weather station, personal protective equipment, leak stopping equipment, product control, and decontamination equipment.	\$500,000
Training equipment is needed to prepare our personnel for the increased potential of an emergency.	\$100,000
9. Pedestrian underpass at the Metra station (tracks divide downtown)	\$14,000,000
10. Emergency Dispatch Integration - study, purchase, and support integration of dispatch centers used by coalition emergency responders and their partners. System to provide real time information on train positions and potential conflict with emergency response. Computer Aided Dispatch (CAD) interfaces must allow for each dispatch center to include real time information on the status of emergency units.	TBD
11. Construction of a regional training facility for emergency responders to prepare for all hazards including rail emergencies. Facility to include spur line for training for response to different rail car emergencies.	\$5,000,000

TOTAL FOR VILLAGE OF HANOVER PARK

\$35,100,000

CERTIFICATE OF SERVICE

I hereby certify that on this 12th day of July, 2022 a copy of the foregoing Response to the Coalition to Stop CPKC to the Opening Comments and Request for Conditions of Metra was served on each Party of Record listed on the official Service List for Docket No. FD 36500.

Thomas W. Wilup
