

September 22, 2022

To Mr. Alan Tabachnick,

I am a resident of Davenport, Iowa, and we met at the recent meeting here in September. While I did not stay for the entire meeting, I went to my computer to look more carefully at the Draft Environmental Impact Statement. The draft is very impressive, detailed and thorough. I have several questions. Perhaps my questions were addressed at the meeting, but I hope you can clarify a couple of items.

I am most interested in Appendix H, which describes specific Grade Crossing Safety and Grade Crossing Delays. But I don't fully understand it. Can you give me some practical help?

Regarding Safety, on p. H1-128, the Davenport Ripley Street crossing data indicates:

No-Action	.0232	Predicted Total Crashes
Proposed Acquisition	.0312	"

While mathematically, the averages look miniscule, I wonder what they really mean. In practical terms, are the differences very significant? When the difference is .01, is that very critical? What differences would be significant enough to pose a red flag?

No-Action	43	Years Between Crashes
Proposed Acquisition	32	"

Will we not have an accident in 43 years without the merger, but with one it will be 11 years sooner?

No-Action	.0010/.0072	Predicted Fatal/Casualty Crashes
Proposed Acquisition	.0014/.0096	"

Are these numbers typical? Acceptable? Comparable to other crossings? I need help interpreting these numbers.

Regarding Delays, on p. H2-214, the Davenport Ripley Street crossing data indicates:

No-Action	353.2	Stopped Vehicles Delayed per Day
Proposed Acquisition	826.7	"
No-Action	7.3	Avg. Delay per Vehicle in 24-hr Period (seconds)
Proposed Acquisition	14.6	"

I find this very unhelpful. How can the “average” delay in a day be 7.3 seconds? And what does it mean when that number doubles with the merger?

No-Action	23.7	Total Delay in 24-hour Period (hours)
Proposed Acquisition	47.4	“

How can the total delay be 23.7 hours and with the merger, 47.2 hours, more than a day?

No-Action	62 Vehicles Maximum Queue
Proposed Acquisition	53 “

What I really want to understand is what will the average delay be for each of those 826.7 drivers sitting at the railroad crossing? How often will those drivers be stopped during the day? I am concerned because that seems to be 40% more cars waiting for 36% more trains, even if the queue is 15% shorter. CP and KCS would have us believe this is so slight that we won’t even notice. This doesn’t seem like common sense. Can you give me a commonsense interpretation?

I am sure statistically this all works. But what does it mean in practical terms? When you create these reports, you know the numbers well enough that you can understand their implications in plain English. That’s what I need to understand.

It goes without saying that this applies to emergency vehicles as well as regular traffic.

Not having the answers to these questions puts any support I may have for the merger in doubt. At this point, it seems not a good scenario for Davenport, especially the downtown riverfront section of the line. Perhaps, as at least one respondent suggested, the merger should only go through contingent on a tunnel for the railroad to travel through. This would solve a multitude of problems.

I appreciate your time and attention to my questions. I was assured at the meeting that each of the comments you will receive will be responded to. I look forward to hearing from you. Thank you.

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