



DEPARTMENT OF PUBLIC WORKS AND ASSETS

LOUISVILLE, KENTUCKY

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MAYOR

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November 26, 2014

Mr. Dave Navecky  
Surface Transportation Board  
395 E Street, SW, Room 1104  
Washington, DC 20423

Subject: **STB Docket No. FD 35523, CSX Transportation, Inc – Joint Use – Louisville and Indiana Railroad Company, Inc.: Consultation on Scope of Supplemental Environmental Assessment**

Dear Mr. Navecky:

I am in receipt of the above referenced request for input on a joint use by CSX Transportation and Louisville and Indiana railroad. We appreciate the opportunity to review and comment.

We understand that there are site constraints to the LCL subdivision that limits the ability to provide the availability needed for best freight movement. The LCL subdivision is also at capacity. CSXT's ability to route trains around the LCL Subdivision, as well as avoid the challenges of operating trains through the Cincinnati terminal area, is currently limited.

In Louisville, in what is referred to as the Louisville Connection, the additional 12 train traffic will have noise and connectivity impacts, with the greatest affect to the two at grade crossings -- W. Kentucky and Shipp Ave.

The SEA recognizes the noise impacts on the residential areas in the historic Old Louisville neighborhood and the growing residential area to the west of the University of Louisville's Belknap Campus. Directly west of the Shipp Avenue crossing, there are existing student housing developments and a new project under construction. The added train horns may most affect this crossing.

The vehicular traffic on the Kentucky Street and Shipp Avenue at-grade crossings is currently at a collector level. There will be added delay and noise from the train horn at both crossings. Both crossings are inter-city and have other means of traffic dispersion near the crossings. The crossing at W. Kentucky Street has existing vehicular traffic delays due stopped

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stopped trains and the added trains will have the potential of worsening an existing problem. The final Environmental Analysis should include measures to mitigate the impact to this at-grade crossing.

The primary focus of the SEA's traffic analysis is on vehicular impacts, but both the W. Kentucky Street and Shipp Avenue crossings have pedestrian traffic that should be considered. At Kentucky Street, there is a residential cluster to the west and Simmons College, Louisville's only Historic Black College, directly east of the crossing. Students travel by foot and bicycle at this crossing. At Shipp Avenue, due to the high concentration of student housing to the west of the crossing and the location of the University of Louisville's Student Activity Center to the east of the crossing, pedestrian and bicycle traffic will also be a factor. A review of the impact on pedestrian traffic and the safety of students should be included in the final Environmental Analysis and recommendations for mitigating the impact of stopped trains on pedestrian and bicycle movements should be considered.

Just south of the Louisville Connection, Louisville Metro has a significant concern with the condition of the CSX overpass at 4<sup>th</sup> Street. There is a significant concentration of student housing along 4<sup>th</sup> Street south of this crossing, and the University of Louisville's Student Activity Center, is located north of the crossing, leading to 4<sup>th</sup> Street having a high level of pedestrian activity. The overpass structure is badly deteriorated and generally in poor condition. The drainage is deficient and silt seeps through the structure such that the sidewalk is essentially unsafe and impassable after a heavy rain thus creating a public safety issue on the public right-of-way. As this crossing is directly south of the SEA area, Louisville Metro requests that public safety issues in this area be examined and suggested mitigation measures be addressed in the final analysis.

The Louisville Metro Council has reached out by way of e-newsletter to give the affected neighborhoods an opportunity to voice their concerns prior to the December 1, 2014 deadline.

Thank for the opportunity to review the SEA.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Patrick Johnson', written over a horizontal line.

Patrick Johnson, P.E.  
Manger, Traffic Engineering