



Connectivity for Accelerated Growth

Public Workshops

October 2016



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WELCOME!

Agenda

- Introduction
- Proposed Build Alternative
- How to Comment
- Next Steps
- Open House

Introduction

The South Shore Line is pursuing federal funding from the Federal Transit Administration (FTA) Core Capacity grant program for the Double Track NWI Project



Project Development

- * Complete environmental review process

- * Adopt final, locally preferred alternative into the cost-constrained regional long range plan
- * Prepare preliminary engineering and design

Engineering

- * Finalize commitments of all non-federal Core Capacity funding
- * Complete sufficient engineering and design

Full Funding Grant Agreement

- * Execute FTA funding commitment
- * Construction

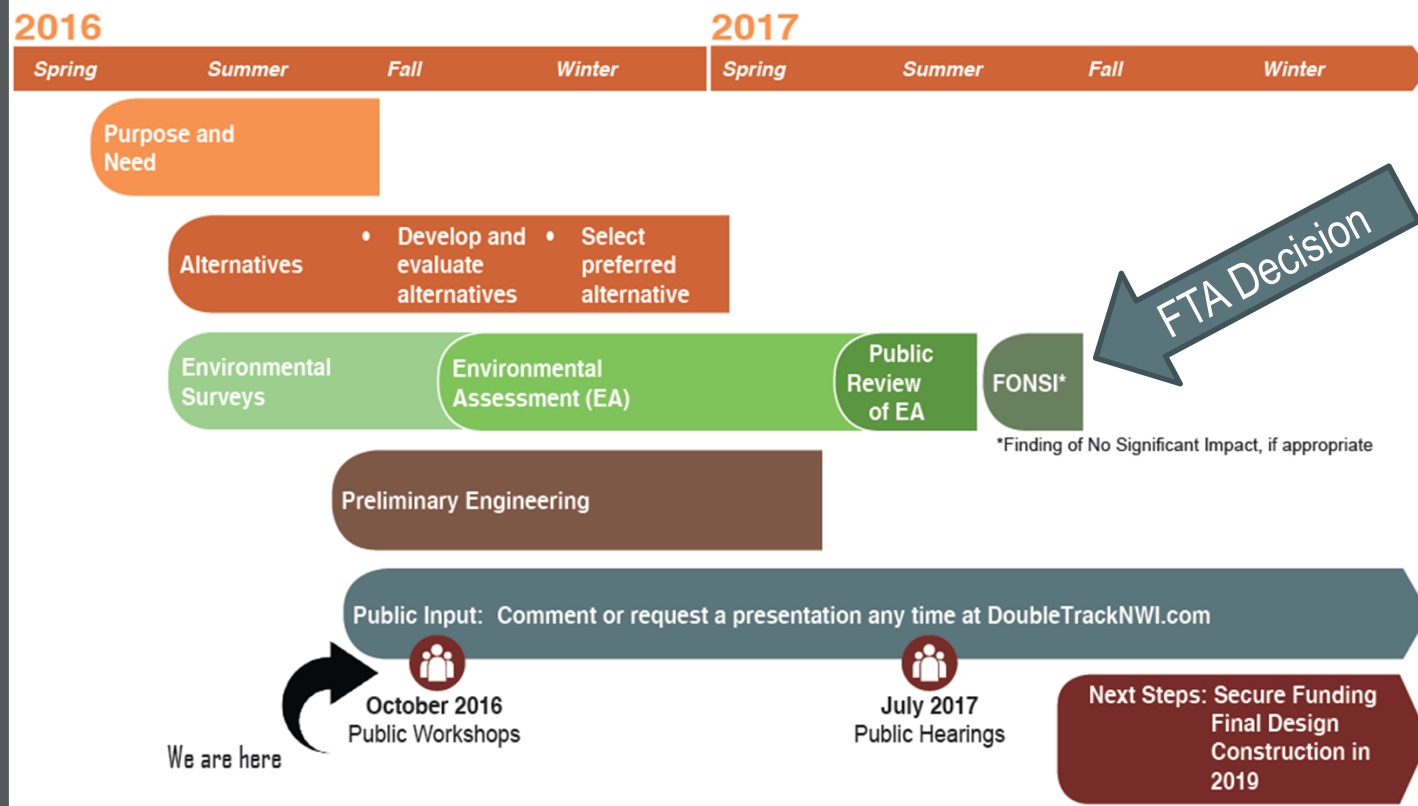
Environmental Clearance

An Environmental Assessment (EA) is being prepared for this project under the National Environmental Policy Act of 1969 (NEPA), and includes:

- Purpose and Need
- Alternatives
- Natural & Socio-economic Impacts
- Mitigation and Commitments



Study Schedule



Improving Connectivity is a Regional Priority

2013 - Michigan
City/NICTD Rail
Realignment Study

2014 - NICTD/NWI
RDA Strategic
Business Plan

2015 - Gary/NWI
RDA Lake Street
Junction Plan

2016 - NWI Regional
Development Authority
(RDA) Comprehensive
Strategic Plan Update

Ongoing support from federal and
state legislators, local communities,
RDA, and Indiana Economic
Development Corporation (IDEC)

What is the Double Track NWI Project?

25.1 miles in length, 16.4 miles of new second track
Remove street-running track in Michigan City
Build four new bridges
Improvement of five stations



How Will This Project Benefit Northwest Indiana?



DECREASED
Travel Time



INCREASED
Service



IMPROVED
Reliability



INCREASED
Safety



MORE COMPETITIVE
Travel Options



INCREASED
**Economic
Benefits**

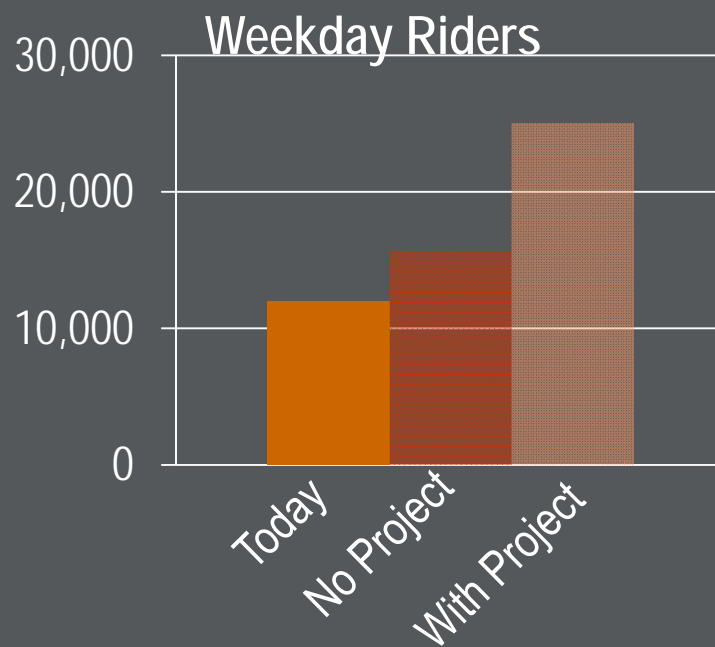


Why Is This Project Needed?

Need to Improve local & express South Shore Line Service



Need to Accommodate More Passengers



Rush hour trains are already very crowded, with more people than available seats.



Need: Reduce Travel Times

Traveling from Michigan City to Chicago by train takes 15 minutes longer than by car during morning rush hour!

Morning Rush Hour Travel Times

Between Michigan City and Chicago



1 hour
39 minutes



1 hour
25 minutes

Between Gary and Chicago



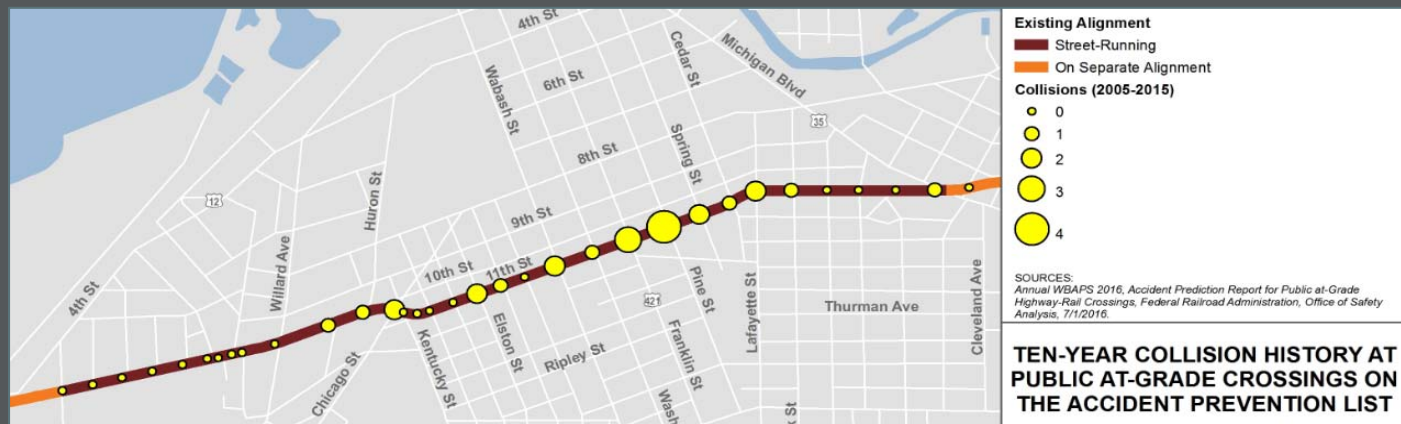
1 hour
4 minutes



1 hour
5 minutes

Need to Improve Safety

- Street-running track in Michigan City
- Several unprotected crossings
- High number of accidents
- No separated platform at 11th St. Station



What Alternatives Are Being Considered?

Build Alternative: For most of the route, a second track will be added next to the existing track

“No Build” or “Do Nothing” Alternative

- Federal requirement to consider impacts
- Does not meet Purpose and Need
- Generally will have less direct impacts

Factors That Are Considered

- Need to meet Purpose & Need
- Stay within the existing railroad property whenever possible
- Avoid or minimize impacts to sensitive environmental resources
- Avoid or minimize taking of homes and businesses
- Complement local communities' plans
- Keep freight operations intact



What Natural Resources are Evaluated Under NEPA?

- Parklands and Trails
- Cultural Resources/Historic Properties
- Wetlands and Streams
- Threatened and Endangered Species
- Air Quality
- Water Quality
- Special Waste



What Other Areas are Evaluated Under NEPA?

- Social and Economic Resources
- Visual and Aesthetics
- Traffic and Transportation
- Neighborhood Impacts
- Noise and Vibration
- Low-Income & Minority Populations
- Residential and Business Relocations
- Consistency with Local Plans



Property Acquisitions & Relocations

Federal policies require that any property acquisitions and/or relocations follow the *Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970* (Code of Federal Regulations, Title 49, Part 24)

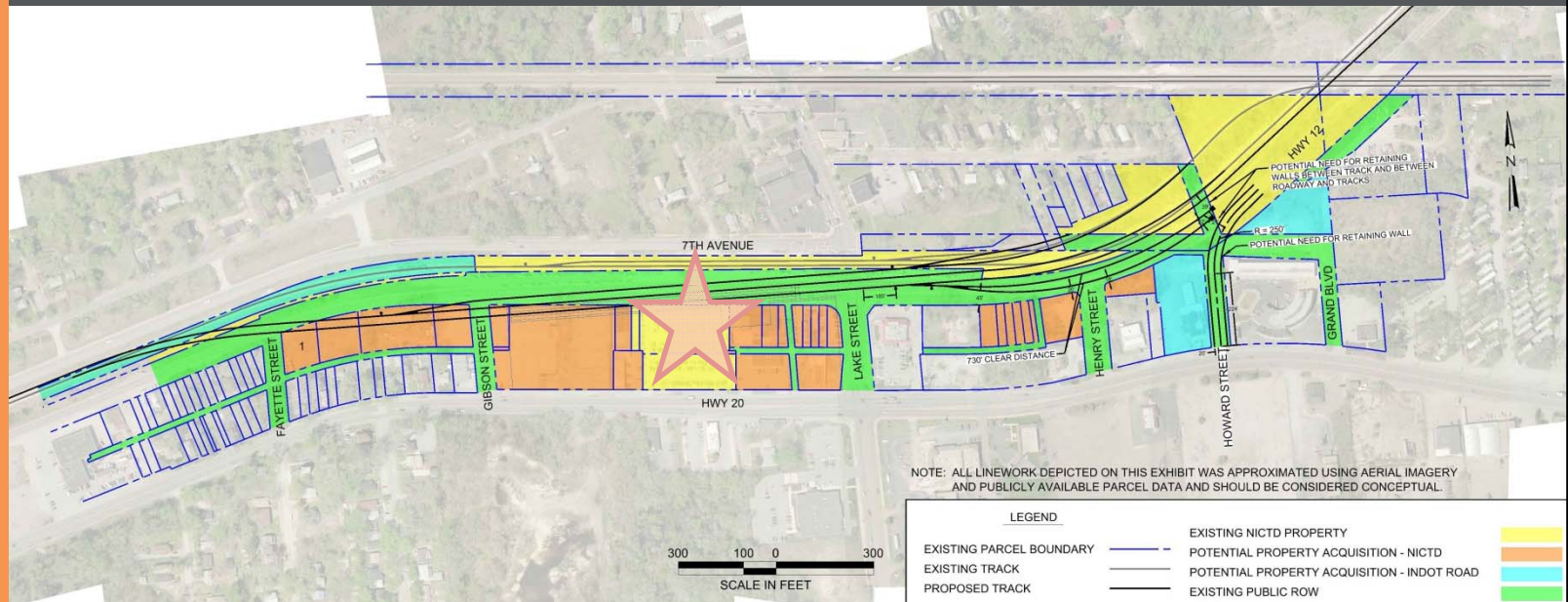
www.transit.dot.gov/funding/grant-programs/capital-investments/general-acquisition-and-relocation-information



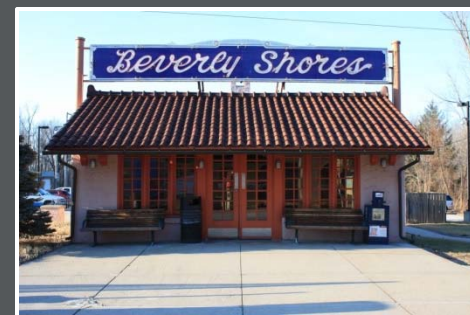
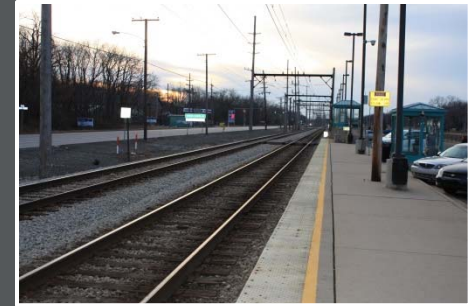


Miller Station

- Two high-level platforms
- INDOT to vacate & re-align US 12 to connect with US 20 further east
- Re-align South Shore Line
- Two storage tracks for additional trains
- Additional parking



- Portage/Ogden Dunes
 - Two new high-level platforms
 - Additional parking
- Dune Park
 - Second boarding platform
 - Re-align Calumet Trail under SR 49 bridge
 - Additional parking
- Beverly Shores
 - Two ADA-accessible low-level platforms (using portable lift)
 - No impact to historic station building





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Michigan City Today



Michigan City – 10th Street Improvements

- Follows Preferred Alternative route from 2013 Study
- Remove existing tracks
- 45 mph train speed
- Construct two new tracks south of 10th St., Sheridan Ave. to Chicago St.
- Multiple Acquisitions
- Two-way traffic on 10th Street
- Closes Carlton Ct., Donnelly St., Claire St.



Michigan City – 11th Street Improvements

- Remove existing tracks
- Construct two new tracks on the north side of 11th St., Chicago St. to Michigan Blvd.
- New station between Franklin St. and Cedar St.
- Multiple acquisitions
- 45 mph train speed
- One-way traffic on 11th St.
- Closes Kentucky St., Tennessee St., Elston St., Manhattan St., Buffalo St., Pine St., Spring St., Cedar St., York St., and Maple St.

Future phases of the project will improve the tracks all the way to the Carroll Avenue Yard

Michigan City 11th Street Station Considerations

- Limited right-of-way
- Homes and businesses north and south of street
- Former South Shore Line station
- Three historic districts (north and south)
- First Christian Church
- Community's goals and objectives



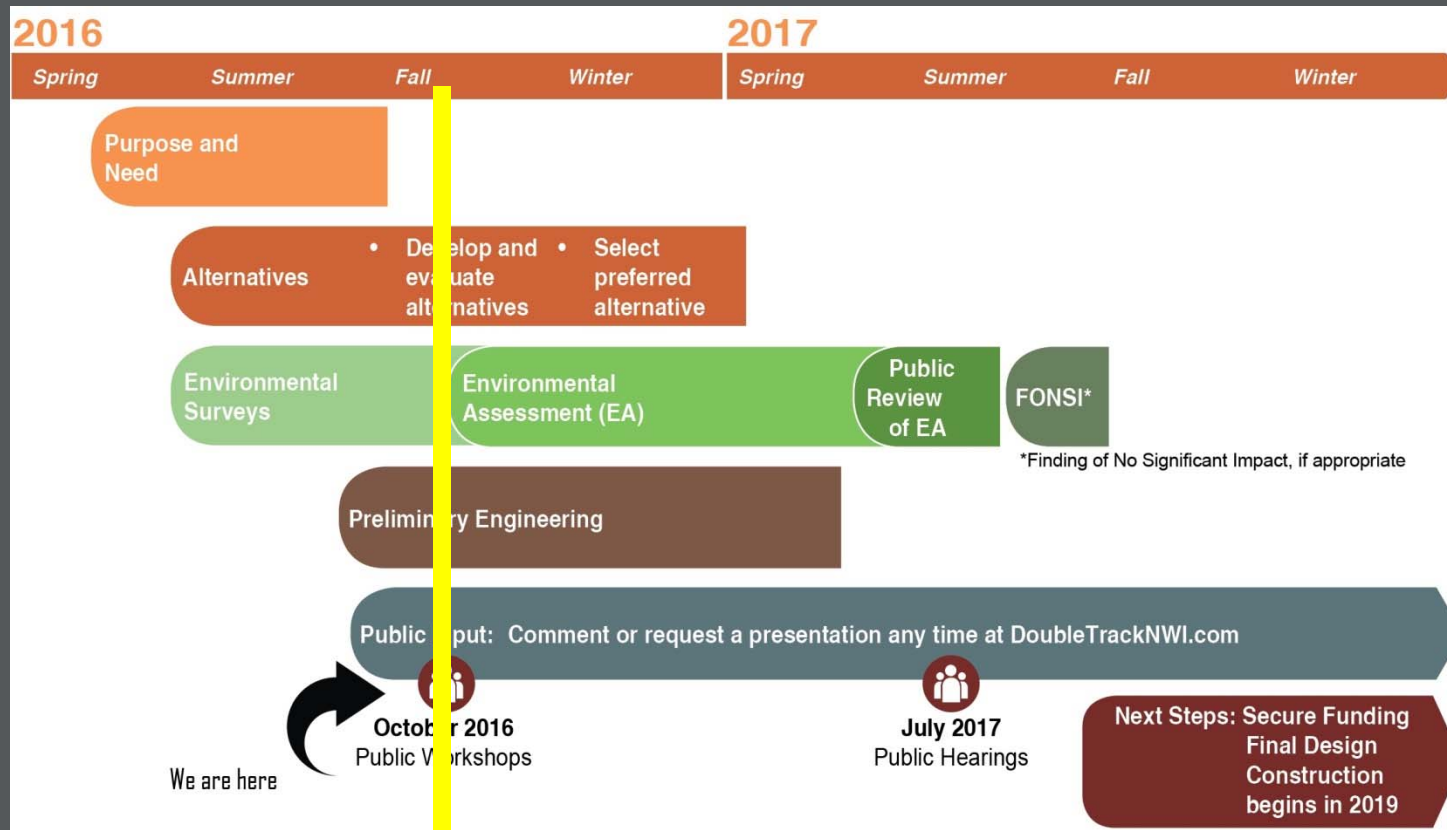
Michigan City Station



Michigan City Station



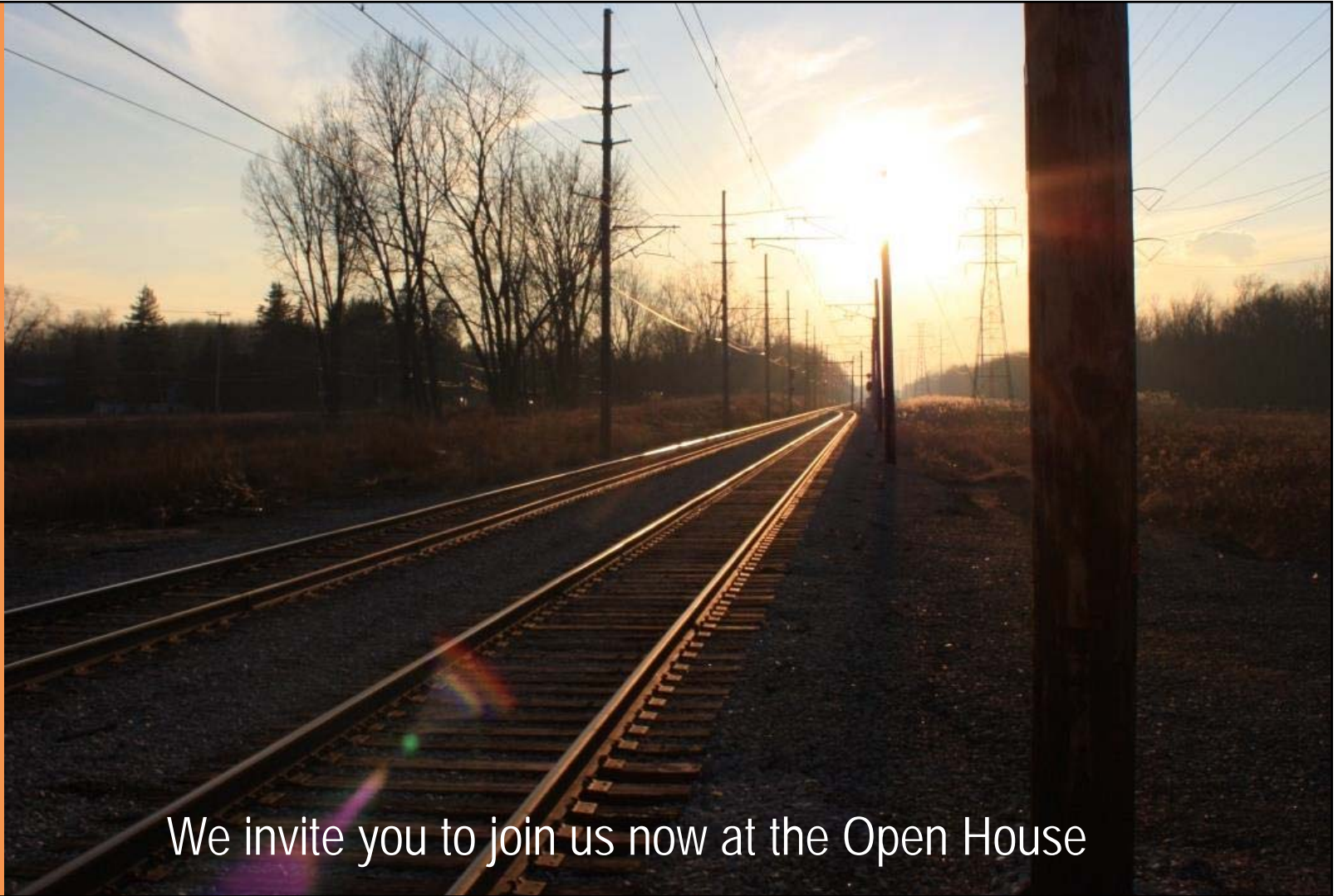
Study Schedule/Next Steps





We want to hear from you!

- Fill out a comment form today
- View the online meeting and comment at:
<http://www.doubletrack-nwi.com/>
- Email your comments to: DoubleTrackNWI@nictd.com
- Mail your comments to: South Shore Line
Attn: Double Track NWI
33 East U.S. Highway 12
Chesterton, IN 46304
- Request a presentation to your group: call Nicole Barker, NICTD at: (219) 926-5744, x 313.
- Formal commenting period is open through October 24, 2016; however, input is welcome anytime



We invite you to join us now at the Open House