



# WELCOME

## The purpose of this workshop is to:



- » Kick off and explain the Project Development and Environmental Assessment (EA) process.
- » Discuss the purpose and need for the Double Track Northwest Indiana (NWI) project.
- » Review project alignment and proposed improvements.
- » Identify issues to be addressed during design and environmental review.
- » Provide the opportunity for you to ask questions and provide feedback.

A presentation will begin at 6:15 p.m., followed by an Open House. Staff members are available for questions throughout the Open House.







# PROJECT OVERVIEW

The **South Shore Line**, in cooperation with the Federal Transit Administration (FTA), has begun preliminary engineering and environmental review to install a second track along the 25.1-mile segment of the South Shore Line between Gary and Michigan City. The South Shore Line is an important component of northwestern

Indiana's transportation system. By adding a second track, we can reduce the number of delays, improve the travel time between northwestern Indiana and Chicago, and offer more trips.

**Proposed improvements** include:

- » Constructing a second track from Gary to Michigan City, generally parallel to the existing track;
- » Improvements to five stations; and
- » Removal of embedded street-running track in Michigan City.

The South Shore Line's current planning efforts, coupled with station area planning underway at Miller and Michigan City, are the building blocks to develop a long term, sustainable solution for competitive, reliable passenger rail service in northwest Indiana.







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# PROJECT NEED

The South Shore Line (SSL) is a vital transportation link between northwestern Indiana and Chicago. The purpose of the Double Track NWI Project is to **improve local and express service**, accommodate more passengers, reduce passenger travel times, and improve system mobility, reliability, and safety.

## Improvements to Local and Express Service

Currently, there are several areas of the SSL where the single track causes delay. Causes of train delays include:

- » Limited passing opportunities for passenger traffic and freight traffic
  - 20 westbound SSL trains
  - 21 eastbound SSL trains
  - 14 to 18 Chicago South Shore & South Bend freight trains daily
- » Enroute track or equipment failure
- » Planned and emergency maintenance
- » Slow boarding times from low-level platforms
- » Restrictive signal delays







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## Accommodate More Passengers

- » Rush hour trains currently have more riders than available seats.
- » Forecasts and ridership modeling predict a 28% gain in ridership by 2033, even if no improvements are made to the SSL.







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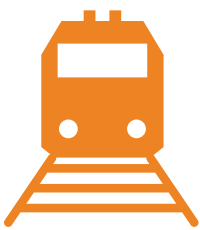
## Reduce Travel Time

Travel time between Michigan City and Chicago on the SSL is longer than a trip by car. Travel times on the train are impacted by:

- » Extended waiting times for passing trains, and even more delay if they are behind schedule
- » Boarding from low-level platforms at some stations
- » Freight operations that can block the single track
- » Planned or emergency maintenance of the track
- » Limited areas where trains can pass

## Morning Rush Hour Travel Times

Between  
Michigan City and Chicago

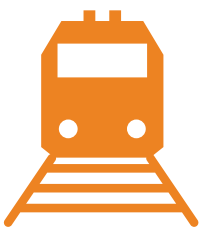


1 hour  
39 minutes



1 hour  
25 minutes

Between  
Gary and Chicago



1 hour  
4 minutes



1 hour  
5 minutes







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## Improve Safety

In Michigan City, safety concerns include:

- » Unprotected at-grade crossings
- » Street-running track that shares travel space with pedestrians, cyclists, and cars
- » Passengers boarding at 11<sup>th</sup> Street in the middle of the street, without a platform



Constructing this project will result in:



DECREASED  
**Travel Time**





INCREASED  
**Service**





INCREASED  
**Safety**






IMPROVED  
**Reliability**






MORE COMPETITIVE  
**Travel Options**





INCREASED  
**Economic Benefits**





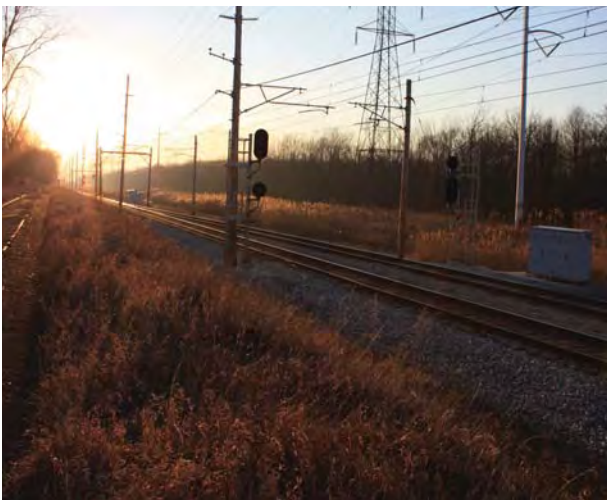




# ENVIRONMENTAL REVIEW

The South Shore Line is developing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) of 1969. Part of the EA process is evaluating options that best meet the project Purpose and Need, but also minimize impacts to the community and natural resources. The South Shore Line is gathering data to determine if there will be impacts to the following:

- » Historic Structures and Districts
- » Parks, Trails, and Recreation Areas, including Indiana Dunes National Lakeshore and Indiana Dunes State Park
- » Wetlands and Streams
- » Social and Economic Environment
- » Threatened and Endangered Species
- » Freight Traffic
- » Special Waste Sites
- » Property Ownership



To see details about existing environmental resources near the project area, locate the area of interest on the [Map Index](#) and refer to the corresponding page in one of the [Map Books](#) provided.



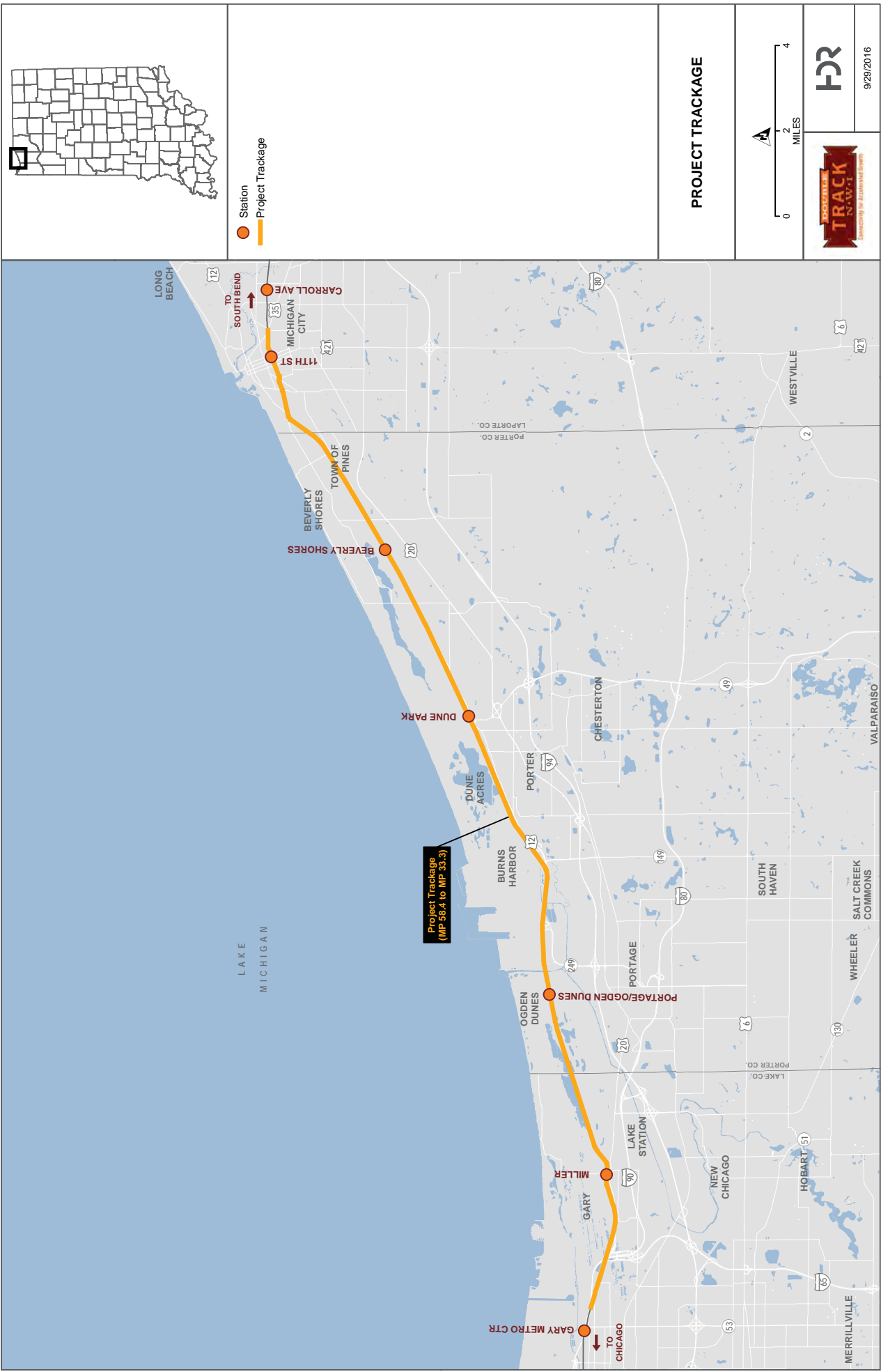




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# BUILD ALTERNATIVE

For the majority of the corridor, the Build Alternative will consist of adding a second track to the north or south of the existing single track.







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# MILLER STATION

## Improvements

- » Two high-level platforms
- » Build two 8-car storage tracks for additional rush hour trains
- » INDOT to relocate US 12 to merge with US 20 further east; vacated right-of-way will be used for the double track realignment at the station
- » Station and parking improvements and Transit-Oriented Development by Gary
- » Construct bridges over CSX Transportation Railway and Hobart Road







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# MICHIGAN CITY 11<sup>TH</sup> ST STATION

## Improvements

- » Construct two new tracks south of the 10<sup>th</sup> Street right-of-way from Sheridan Avenue to Chicago Street, where it crosses Amtrak
- » Construct two new tracks along 11<sup>th</sup> Street
- » Remove street-running rail
- » Construct two high-level platforms and new station house at 11<sup>th</sup> Street Station
- » Convert 11<sup>th</sup> Street to one-way auto traffic
- » Additional parking



Renderings are conceptual only. All details are subject to change as the project is further developed.





# OTHER STATION IMPROVEMENTS



## Portage/ Ogden Dunes

### Improvements include:

- » Two new high-level platforms
- » Additional parking

## Dune Park

### Improvements include:

- » A second boarding platform
- » Re-aligning Calumet Trail under SR 49 Bridge
- » Additional parking

## Beverly Shores

### Improvements include:

- » Two ADA-accessible (using portable lift) low-level platforms
- » No impact to historic station building







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# PROCESS AND SCHEDULE

2016

2017



\*Finding of No Significant Impact, if appropriate

We are here







# TELL US WHAT YOU THINK

## We want to hear from you!

We encourage you to attend public workshops, sign up for the project mailing list, and visit the website and South Shore Line Facebook page for project updates and announcements.

Formal commenting period is open through **October 24, 2016**; however, input is welcome at any time. Leave us your comments by:



Filling out a comment form today;



Viewing the online meeting and commenting at:  
[www.doubletrack-nwi.com](http://www.doubletrack-nwi.com);



Emailing your comments to: [DoubleTrackNWI@nctd.com](mailto:DoubleTrackNWI@nctd.com); or



Mailing your comments to: South Shore Line  
Attn: Double Track NWI  
33 East U.S. Highway 12  
Chesterton, IN 46304

You may also request a meeting or presentation to your group by calling Nicole Barker, South Shore Line at (219) 926-5744, x 313.

