



TIGER II

Michigan City

Realignment Project

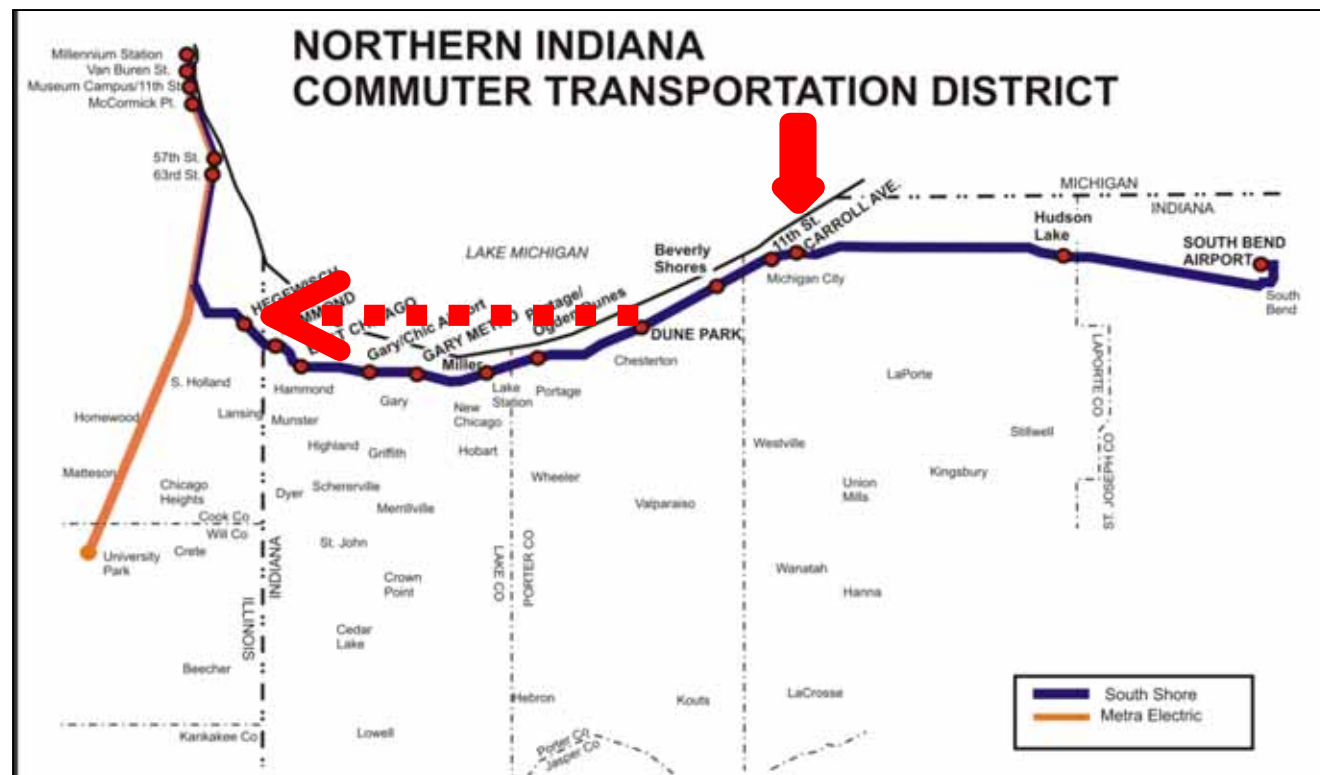
New Partners for Smart Growth

Conference

February 9, 2013

Northern Indiana Commuter Transportation District
33 East US Highway 12 - Chesterton, IN 46304

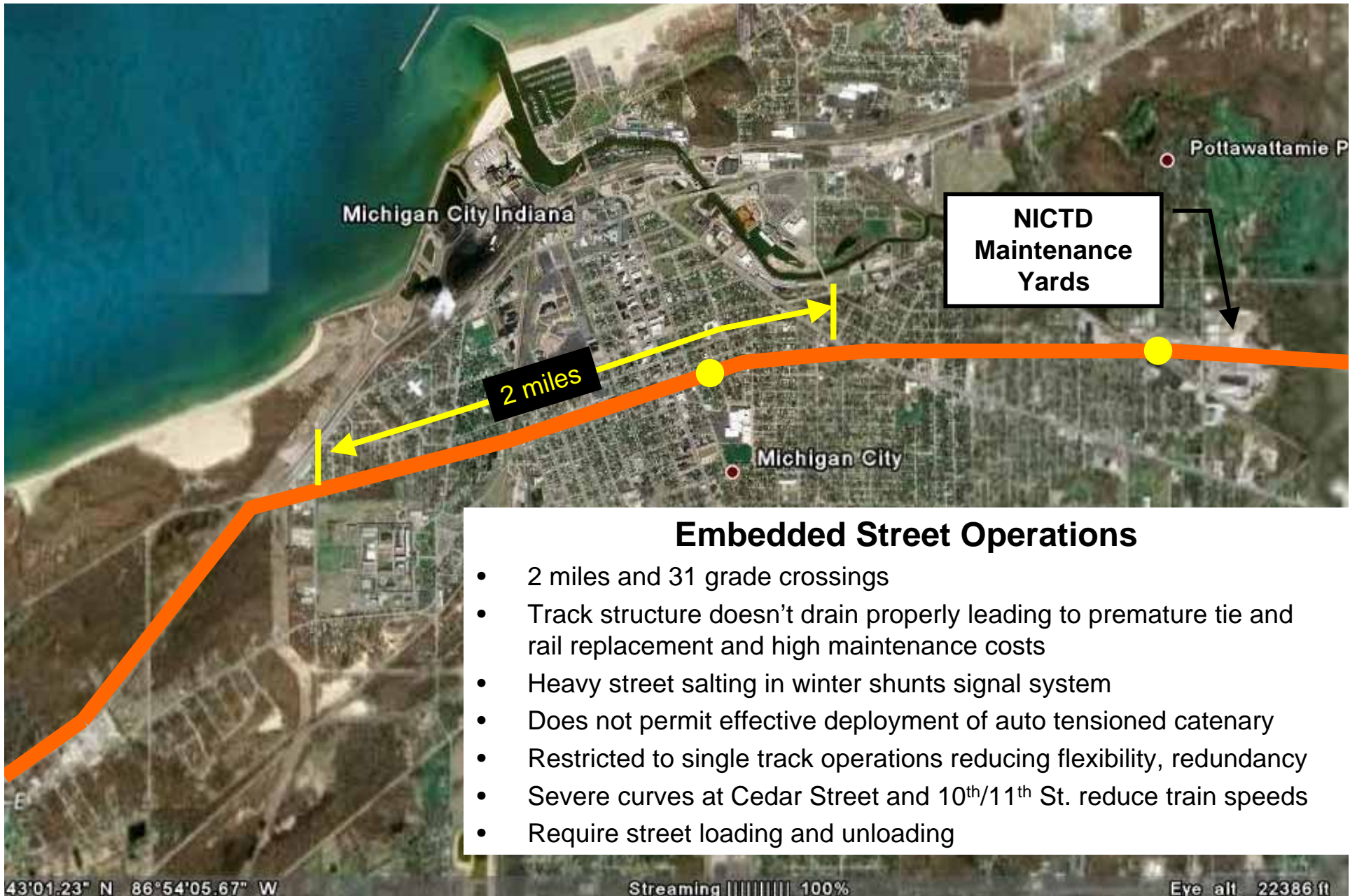
- NICTD owns and operates the South Shore railroad with service between South Bend and downtown Chicago
 - 90 route miles with Michigan City 58 miles from Chicago (1:40 by train)
 - 41 daily trains and 21 trains/day on weekends (27/18)
 - Operations and maintenance center in Michigan City
 - Carried 3.7M passengers 2012- ridership down 1% over 2012
 - SouthShore Freight 6-8 trains daily
 - 90% of our passengers board west of Michigan City



TIGER PLANNING GRANT

- Michigan City pop 31,479 with 2 stations (5% of weekday boardings)
- Joint grant application with Michigan City
- Project began spring 2011 and transitioned through new Mayor and City Council January 2012
- Goal: reach a consensus on a new alignment to enhance safety, improve rail operations, grow ridership/revenue, & enhance economic opportunities in Michigan City.
- Management Oversight Group
 - Comprised of City and NICTD representatives
 - Guides the study process.
 - Consulting team lead by TranSystems
 - Maintain website:
<http://emichigancity.com/cityhall/departments/planning/alternative-analysis/index.htm>

MICHIGAN CITY REALIGNMENT



Embedded Street Operations

- 2 miles and 31 grade crossings
- Track structure doesn't drain properly leading to premature tie and rail replacement and high maintenance costs
- Heavy street salting in winter shunts signal system
- Does not permit effective deployment of auto tensioned catenary
- Restricted to single track operations reducing flexibility, redundancy
- Severe curves at Cedar Street and 10th/11th St. reduce train speeds
- Require street loading and unloading

10TH/11TH STREET CURVE



CEDAR STREET CURVE



Boarding at 11th & Pine

Note: In street low level boarding



**11th STREET ROADBED AND TRACK RENEWAL
1994 - 1996**



Repairing gauge problem across Franklin St.



Boarding at Carroll Ave. Operations Center

Note: low level boarding thru narrow end-door stairwells

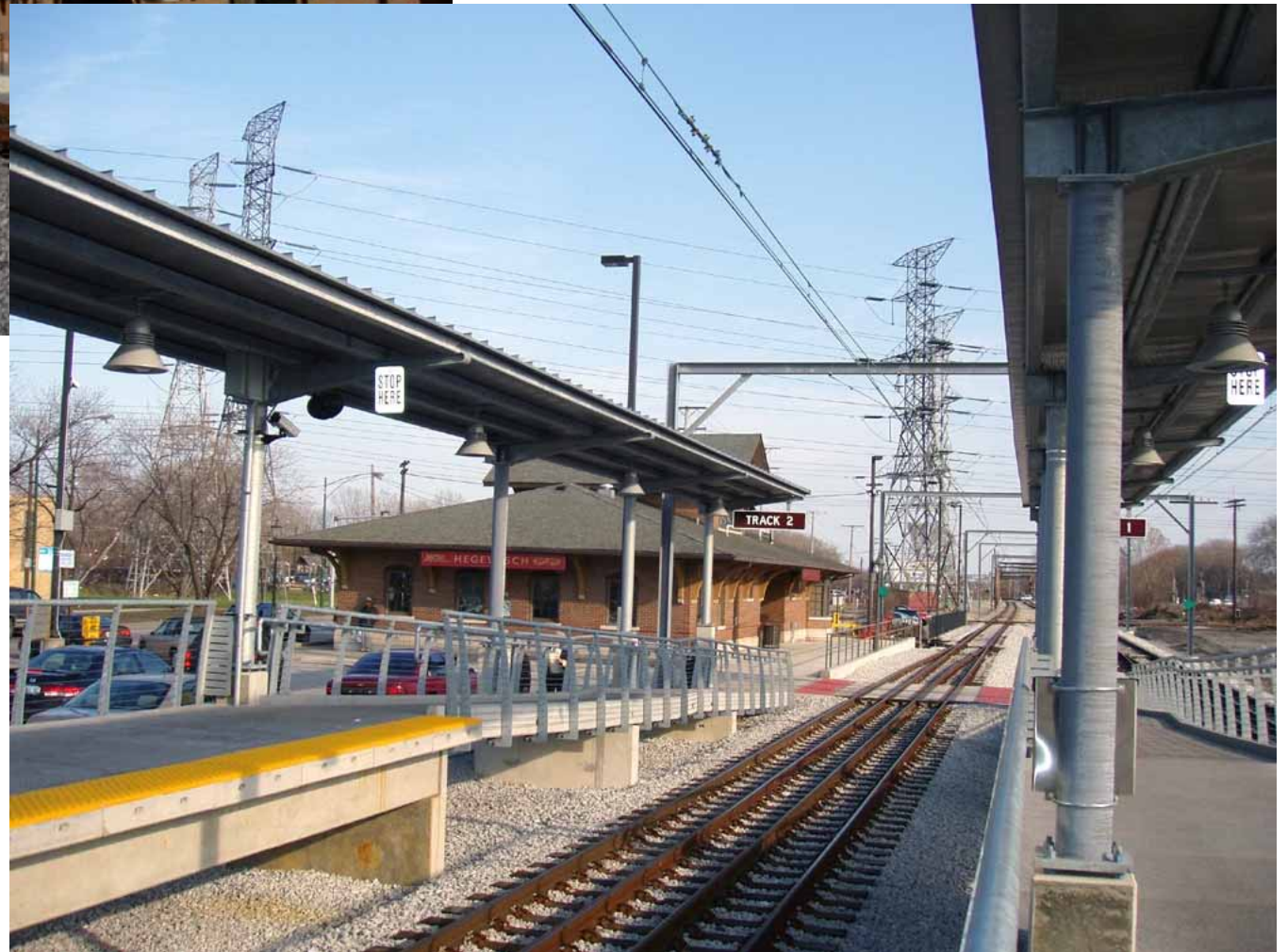


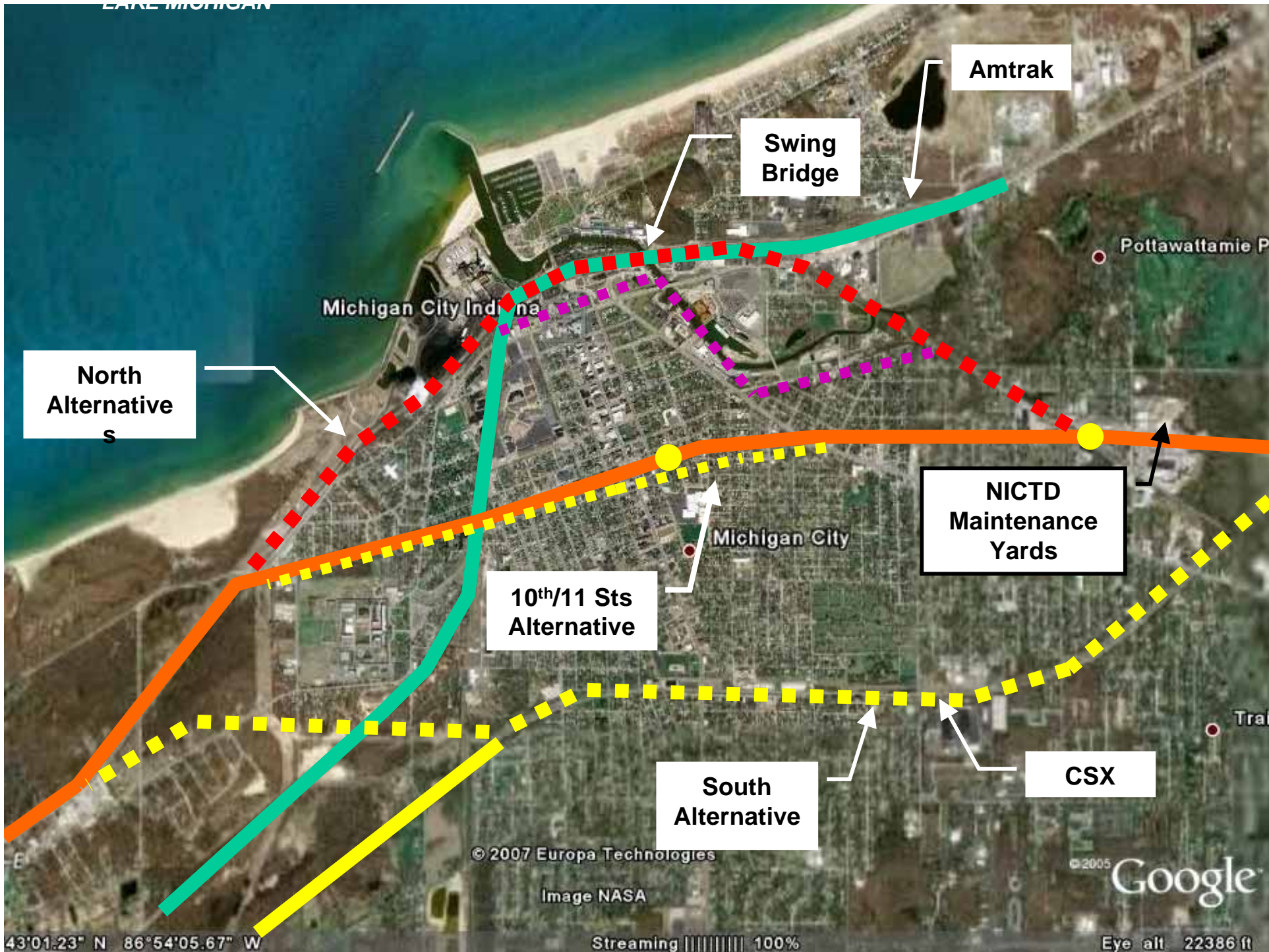
EVALUATION CRITERIA or PRE-CONDITIONS/OBJECTIVES

- Eliminate Embedded Street Running
- Improve Safety by Reducing Grade Crossings
- Improve Operating Speed (reduces travel time)
- Improve Reliability (**double track**) and Capacity
- Reduce Long Term Operating/Maintenance Costs
- Consolidate 2 MC stations into 1 modern station with ample parking, 8-car high level boarding platform, and other station amenities
- Produce economic development benefits
- Minimize environmental, business and residential impacts

STATION AREA DEVELOPMENT

- Railroad's success depends on large easily accessible stations with generous park n ride facilities.
- Station development highly dependent on train frequency and service quality
- Plans cannot be accomplished without a concerted effort towards planning and implementation including:
 - Appropriate zoning
 - Aggressive marketing
 - Public investment
 - Financing
 - Developer incentives





Amtrak

Swing Bridge

Michigan City Indiana

Pottawattamie P

North Alternative
S

NICTD Maintenance Yards

Michigan City

10th/11 Sts Alternative

Tra

CSX

South Alternative

© 2007 Europa Technologies

© 2005

Google

Image NASA

43°01'23" N 86°54'05.67" W

Streaming 100%

Eye alt 22386 ft

NARROWING THE OPTIONS

- Started this process nearly 2 years ago
- Study group presented a consensus alignment in August that had been advanced by the city

Looking Northeast



US 12 Looking East




NARROWING THE OPTIONS

- Roundly rejected by City
- Project placed on hold as City hired another consultant to review what the joint NICTD/City study group had proposed.
- **Some would like us to stay downtown in existing corridor with minimal impact (single track)**
- Concerns:
 - Station footprint
 - Impact of double track
 - Residential impact & traffic impacts
 - Environmental & neighborhood issues.

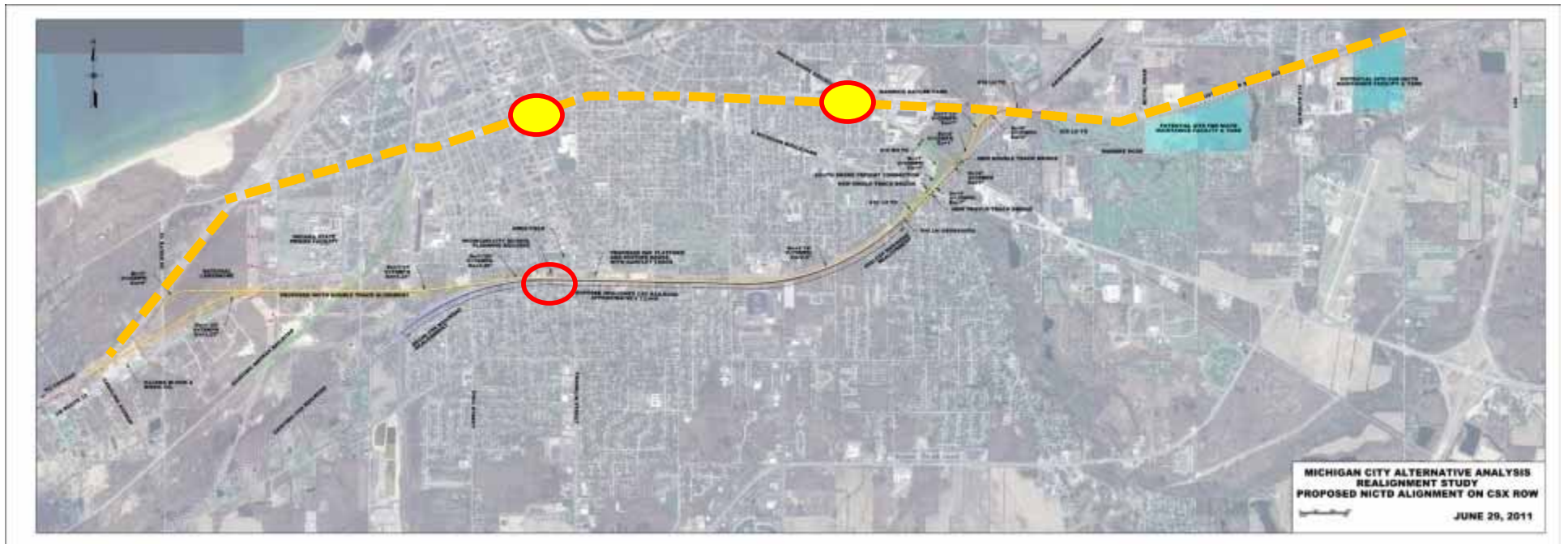
OPTION 1A



10th/11th St. Corridor



 Existing station location

OPTION 2 CSX CORRIDOR



-  Existing station location
-  New station location





NEXT STEPS

- Reach a consensus on an alignment before the close of winter
- 30% Plan/Profile Drawings
- Refine Cost Estimate
- Develop Financial Plan
- Prepare Final Project Report
- Wrap up the process

LESSONS LEARNED

- Throw out the Gantt chart on complex projects
- Important for communities to be sensitive to operational aspects of a railroad when undertaking a planning project.
- We may have been asking too much from the process
 - What the city wants and the railroad needs are incompatible
- May result in impasse on reaching a consensus.