Executive Summary
Michigan City/NICTD Rail Realignment Study
May 2012
Submitted By

TranSystems

EXPERIENCE | Transportation

LAKOTA

GOODMAN WILLIAMS GROUP
REAL ESTATE RESEARCH

WEAVER BOOS CONSULTANTS

The McCormick Group, Inc.
Executive Summary

A. Study Purpose and Scope

Michigan City, Indiana is served by the South Shore/NICTD Rail Line, a commuter line operating between downtown Chicago and South Bend, Indiana. For over a century, the South Shore Line and South Shore Freight have operated through Michigan City along a two mile segment of single-track that is embedded in the middle of 10th and 11th Streets. This on-street operation in mixed traffic occurs in a mainly residential neighborhood between Sheridan Avenue and Michigan Boulevard (see Figure 1).

Figure 1: Existing Operating Conditions through Michigan City

The Northern Indiana Commuter Transportation District (NICTD) - the operator of the South Shore commuter railroad line - and the City of Michigan City have undertaken a transportation planning project to systematically evaluate a set of options for realigning the South Shore Line through Michigan City and to arrive at a consensus for a preferred alignment that is in the best interests of NICTD and the City.

NICTD has gone on record to state that continued embedded street operation is not in its long term interest. The City supports the need for an evaluation of alternative alignments to improve railroad operations and safety as well as to improve the overall economic development of the City including capitalizing on the benefits of transit oriented development (TOD). Over the past five years, NICTD and the City of Michigan City have been exploring feasible realignment options.

In order to perform this study, NICTD applied for and received funding through a TIGER II planning grant awarded by the federal Department of Transportation. Both the City and NICTD contributed to the local funding match required. Both are jointly overseeing the study and have equal representation on the Management Oversight Group (MOG), the committee that has been established to oversee the project.
The scope of the project consists of identifying various alternatives for an off-street rail alignment and evaluation of those alternatives including demographics and environmental justice, land use and economic potential, identification of environmental and historic issues, and potential traffic impacts. The two existing Michigan City stations are to be consolidated into one intermodal, modern station that has high level boarding platforms. An extensive public involvement process consists of the creation of a website which allows for public input, stakeholder interviews, public meetings, and presentations at City Council meetings.

B. Study Area

The study area is Michigan City, IN, a city in La Porte County in northeast Indiana. It is approximately 50 miles east of Chicago, IL and 40 miles west of South Bend, IN. Michigan City is noted for both its proximity to the Indiana Dunes National Lakeshore and for bordering Lake Michigan. Key destinations within Michigan City include the Blue Chip casino, the beach and Lighthouse Place Premium Outlet Mall.

C. Goals of the Study

At the initiation of this study, the MOG established a set of goals for the project. These goals are as follows:

**Goal 1:** Improve the operating efficiency and safety of South Shore service to Michigan City by adding capacity, reducing maintenance costs, increasing speed, and decreasing travel time to Chicago

**Goal 2:** Maximize the potential for transit oriented and other types of economic development

**Goal 3:** Minimize impacts to neighborhoods, the environment, and historic sites

**Goal 4:** Look for opportunities to leverage the advantages of the South Shore Line by creating an aesthetically pleasing corridor that incorporates high design standards and urban design elements

**Goal 5:** Provide a well designed multi-modal station facility, fully accessible for all users, and with sufficient parking. The two existing stations will be consolidated into one new, modern station.

**Goal 6:** Provide a realistic cost effective solution

D. Review of Proposed Alignments

Seven alignments or “options”, within three corridors, have been identified for study. The three corridors can be identified as the Central/10th-11th Street Corridor, the South/CSX Corridor and the North Corridor. One option was developed for the Central Corridor, one option was developed for the South Corridor, and five options were developed for the North Corridor. All
options are being conceptually designed as double track operations, requiring 55’ of new right-of-way width. A description of each of these options is below. Figure 2 shows a map of all alignment options under study.

**Option 1: Central/10th - 11th Street Corridor** This alignment would follow close to the current 10th/11th Street corridor for the South Shore Line but would be located off-street onto existing residential property. On the west side of the City at Sheridan Avenue the tracks would be relocated along a new right-of-way south of 10th Street until approximately Kentucky Street and 11th Street. At that point, the existing embedded tracks would be relocated to the south side of 11th Street on new right-of-way paralleling 11th Street until it meets up with the existing NICTD right-of-way east of Michigan Boulevard.

**Option 2: South/CSX Corridor** Main operation would be on the CSX Railroad right-of-way that currently exists in the southern part of Michigan City. On the west end of the City, the South Shore Line would transition to the CSX via new right-of-way along private right-of-way until it reaches the CSX Railroad west of Ohio Street. The transition back to NICTD right-of-way would occur at Karwick Park on the east end.

**Option 3: North/West of Trail Creek At-Grade Corridor** From the west, the South Shore Line would leave the existing NICTD right-of-way at U.S. 12 and operate adjacent to the NIPSCO tracks and Lincoln Yard until the point it reaches the Amtrak tracks near Wabash Street. At this point, there would then be a crossover to the south side of Amtrak, east of Franklin Street and then pass through the former Pioneer lumber yard, curve under the US 12 bridge, follow Michigan Boulevard down through the Marina, curve east and follow Trail Creek by the Michigan City Sanitary District property to Dickson Street where it would join the existing South Shore Line tracks to Carroll Avenue yard and eastward.

**Option 3A:** At the Marina this alignment would continue south paralleling Michigan Boulevard where it would join the existing South Shore Line tracks just east of Michigan Boulevard to Carroll Avenue yard and eastward.

**Option 4: North/East of Trail Creek At-Grade Corridor** From the west, the South Shore Line would leave the existing NICTD right-of-way at U.S. 12 and operate adjacent to the NIPSCO tracks and Lincoln Yard until the point it reaches the Amtrak tracks near Wabash Street. At this point, there would then be a crossover to the south side of Amtrak, east of Franklin Street and then parallel Amtrak alignment (same grade) over Trail Creek to the old Nickel Plate right-of-way south of US 12 (at grade) down to Dickson Street where it would join the existing South Shore Line tracks to Carroll Avenue yard and to the east.

**Option 5: North/Elevated Corridor** From the west, the South Shore Line would leave the existing NICTD right-of-way at U.S. 12 and operate adjacent to the NIPSCO tracks and Lincoln Yard where it would start to become an elevated railway on structure. The elevated structure, at a height of 45 feet, would pass over Wabash and Franklin Streets as well as Amtrak and Trail Creek. It would come down to grade on the Nickel Plate Railroad right-of-way to Dickson Street where it would join the existing South Shore Line to Carroll Avenue yard and eastward.

**Option 6: North/US 12 Relocation Corridor** From the west, the South Shore Line would leave the existing NICTD right-of-way at U.S. 12 and operate adjacent to the NIPSCO tracks.
and Lincoln Yard until a point west of Wabash Street. At this point, new tracks would cross over Amtrak and operate along the U.S. 12 right-of-way. U.S. 12 would be relocated north of its current right-of-way between the new South Shore tracks and the existing Amtrak tracks; as part of this relocation, U.S. 12 would pass under the NICTD tracks. The NICTD tracks would continue over Trail Creek, via an at-grade fixed bridge, to the old Nickel Plate right-of-way then south of the relocated US 12 down to Dickson Street where they would join the existing South Shore Line tracks to Carroll Avenue yard and eastward.

Option 7: North / U.S. 12 Lake Shore Drive with Amtrak Realignment Corridor
From the west, the South Shore Line would leave the existing NICTD right-of-way at U.S. 12 and operate adjacent to the NIPSCO tracks and Lincoln Yard until a point west of Wabash Street. At this point, new tracks would pass over Amtrak and operate along the U.S. 12 right-of-way. Amtrak tracks would also be relocated farther south to align closer to the new South Shore Line tracks. U.S. 12 would be relocated north of its current right-of-way to provide direct access to the Washington Park. The new South Shore Line tracks would continue over Trail Creek, via an at-grade fixed bridge, to the old Nickel Plate right-of-way south of the relocated U.S. 12 down to Dickson Street where they would join the existing South Shore Line tracks to Carroll Avenue yard and to the east. The Amtrak tracks would continue on new right-of-way across Trail Creek over a new at-grade fixed bridge, and continue on the existing alignment east of Trail Creek.

E. Existing Transit and Freight Operations

1. NICTD/South Shore Line

The South Shore Line provides the primary public transportation service in and out of Michigan City. Service is provided every day of the year. Service operates westbound between Michigan City and Chicago starting at 4:03 AM weekdays arriving at the Millennium Park Station in downtown Chicago at 5:43 AM. Service is provided in both directions throughout the day, with the following levels of service shown in Table 1:

<table>
<thead>
<tr>
<th></th>
<th>No. of Trains-Weekday</th>
<th>No. of Trains -Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westbound to Chicago</td>
<td>13</td>
<td>8</td>
</tr>
<tr>
<td>Eastbound from Chicago</td>
<td>12</td>
<td>9</td>
</tr>
<tr>
<td>Eastbound to South Bend</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Westbound from South Bend</td>
<td>7</td>
<td>6</td>
</tr>
</tbody>
</table>

Fares between Michigan City and downtown Chicago are $4.75 one way for regular fare and $2.35 reduced (i.e. children, seniors, disabled riders). Monthly passes for regular fare are $139.35.
Figure 2: NICTD Alignment Alternatives
The city is served by two South Shore Line stations:

**11th Street Station:** The 11th Street Station is located on the south edge of the Central Business District at Pine Street. Since the South Shore Line operates within the street right-of-way, passengers must board or alight in a lane of traffic. A traffic signal at Pine Street is integrated with the train signal system and will change to red for westbound traffic so that vehicles do not interfere with passenger operation while the train is in the station area. The train conductors alight to assist the passengers. There is no ticket agent on duty so passengers purchase one-way tickets on board. A passenger shelter is provided at the station and is located behind the sidewalk. The station is not a key station and is not accessible to passengers with disabilities. An approximately 37 space parking lot surrounds the shelter; there is no fee for parking. The original, historic station building still exists to the west of the parking lot on 11th Street although it is not in use and is boarded up. It is privately owned.

![Figure 3: 11th/Pine Street Station](image)

**Carroll Avenue Station:** Carroll Avenue Station is located on the east side of Michigan City, and is on the edge of NICTD’s main yard and maintenance facility. There is a ticket agent on duty on weekdays from 6:20 AM to 2:40 PM (with a break for lunch) in addition to a ticket vending machine. There are approximately 200 spaces of customer parking; the spaces fill quickly. A small heated waiting room shelter is provided. There is an ADA ramp to allow for accessibility to the shelter. Since Carroll Avenue has a low level platform, passengers in wheelchairs need to use a portable lift. The portable lift is stored in an onsite shed; any accessible boarding requires NICTD personnel to remove the lift from the shed, manually crank the lift so that the passenger is able to board the train, and then remove the lift and return it to the shelter. This is a very time consuming process and causes delays to the schedule.

The most recent passenger counts at these stations are from Fall 2006. The passenger boarding and alighting counts can be found in Table 3:

<table>
<thead>
<tr>
<th>Table 3: Weekday Passenger Counts (2011)</th>
<th>Carroll Ave.</th>
<th>11th St.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boarding westbound to Chicago</td>
<td>205</td>
<td>115</td>
</tr>
<tr>
<td>Alighting eastbound from Chicago</td>
<td>267</td>
<td>138</td>
</tr>
<tr>
<td>Boarding eastbound to South Bend</td>
<td>9</td>
<td>50</td>
</tr>
<tr>
<td>Alighting westbound from South Bend</td>
<td>5</td>
<td>65</td>
</tr>
</tbody>
</table>

*Ridership higher than usual due to a school field trip*
2. South Shore Freight

South Shore Freight operates along the same track right-of-way as the commuter operation through Michigan City. Seven freight trains operate through Michigan City each day. The freight trains are operated by diesel power rather than the electric power like the passenger trains. South Shore Freight serves three or four businesses within Michigan City, including NIPSCO. South Shore Freight transports roughly 523,000 tons of freight through Michigan City annually.

F. Economic Development and Land Use

The potential for Transit Oriented Development (TOD) is an integral part of the study and a key tool in the evaluation process. The Management Oversight Group (MOG) identified three proposed station sites—one along the South/CSX Corridor, one along the Central/10th-11th Street Corridor, and one along the North Corridor—to be taken to the next level of station area planning. The station area plans allow the MOG to better understand the development that might occur around each of the three stations and factor that into their decision making of a preferred alignment.

The development potential in each quarter-mile station area forms the basis for analyzing economic impact. Any of the possible stations would have a transformative effect on its neighborhood. The station platform and station area parking will require significant changes to the urban fabric. A new station is likely to regularly draw the more than 300 commuters who now use the Michigan City stations, and ridership is likely to expand to fill the proposed 500 to 800 parking spaces at the new station. The riders will create demand for retail and commercial space and housing near the station.

Advancement of some projects, particularly those most dependent on transit users, may be feasible as soon as the new station is completed. While the new station and the accompanying infrastructure improvements will transform the area, the station alone will not automatically create demand for the development in the selected plan. The long-term feasibility of development will depend on overall
market conditions in Michigan City as evidenced by factors such as job growth and rising home prices. To implement the plan, city and community leaders must commit to being a partner with private owners and developers in a process that will take many years.

Economic impact is achieved through an increased property tax base. In order to determine potential impact, three land use plan concepts (Concepts A, B and C) for each corridor were developed which showed iterative levels of development. For purposes of the Executive Summary report, only the mid-level development scenario (i.e. Option B) is shown (see Figures 5, 6 and 7). Table 4 displays the potential for the Incremental Assessed Value for all three options at each station location.
Michigan City/NICTD Rail Realignment Study

South Alignment - Concept B

- NEW SALVATION ARMY
  - 13,500 sq. ft. building (existing 13,500 sq. ft.)
  - 54 parking spaces (4/1000 sq. ft.)

- SOUTH FRANKLIN COMMERCIAL
  - 19,500 sq. ft. commercial in 5 buildings
  - 78 surface parking spaces (4/1000 sq. ft.)

- HARRISON/FRANKLIN COMMERCIAL
  - 4,500 sq. ft. commercial
  - 18 surface parking spaces (4/1000 sq. ft.)

- STATION COMMERCIAL
  - 7,000 sq. ft. commercial
  - 14 dedicated surface parking spaces (2/1000 sq. ft.)

- SITE DATA
  - 24 traditional neighborhood townhomes
  - 4 parking spaces per unit (2 garage / 2 surface)

- NEW A.S. SUPERMARKET
  - 40,000 sq. ft. supermarket
  - 200 surface parking spaces (5/1000 sq. ft.)

- NEW AL'S SUPERMARKET
  - 19,500 sq. ft. commercial
  - 78 surface parking spaces (4/1000 sq. ft.)

- NORTH FRANKLIN COMMERCIAL
  - 12,000 sq. ft. commercial
  - 36 surface parking spaces (3/1000 sq. ft.)

- ATHUR STREET TOWNHOMES
  - 10 traditional neighborhood single-family homes
  - 10 traditional neighborhood townhomes

- NEW NICTD STATION
  - 3,000 sq. ft. station house / 800 linear ft. platform
  - 250 surface parking spaces (242 within 1/8 mile)
  - 4-story, 550 space parking deck

- BINFILL HOUSING
  - 5 traditional neighborhood single-family homes
  - 16 traditional neighborhood townhomes

- CONCEPT SUMMARY
  - TOTAL HOUSING UNITS 68
    - 10 single-family homes
    - 58 townhomes
  - TOTAL COMMERCIAL 84,500 sq. ft.
    - 40,000 sq. ft. grocery
    - 13,500 sq. ft. salvation army
    - 31,000 sq. ft. commercial
Michigan City/NICTD Rail Realignment Study
Central Alignment - Concept B

-ANEW NICTD STATION
  - 3,000 sq. ft. station house / 800 linear ft. platform
  - 57 surface parking spaces for NICTD

-11th STREET PARKING
  - 169 on-street, parallel parking spaces for NICTD

-GREEN STREET PARKING DECK
  - 2-story, 250 space parking structure for NICTD

-FRANKLIN/GREEN TRANSIT CENTER
  - 3-story, 352 space parking structure (324 for NICTD)
  - 7,000 sq. ft. commercial (28 parking spaces)

-FRANKLIN/11th COMMERCIAL
  - 17,000 sq. ft. commercial in 2 buildings
  - 68 surface parking spaces (4/1000 sq. ft.)

-HISTORIC STATION BLOCK
  - 5,000 sq. ft. historic station re-use (17 parking spaces)
  - 12,500 sq. ft. commercial (50 parking spaces)
  - 10 new townhomes (40 parking spaces)

-MOOSE LODGE BLOCK
  - 15,000 sq. ft. new Moose Lodge building
  - 5,500 sq. ft. commercial building
  - 72 shared surface parking spaces (3.5/1000 sq. ft.)

-ILAPORTE COUNTY ADMIN. SITE
  - 12,000 sq. ft. commercial building
  - 48 surface parking spaces (4/1000 sq. ft.)

-CONCEPT SUMMARY
  TOTAL HOUSING UNITS: 27
  - 17 single-family homes
  - 10 townhomes

  TOTAL COMMERCIAL: 59,000 sq. ft.
  - 5,000 sq. ft. historic station re-use
  - 54,000 sq. ft. commercial

-NOTE: 800 total NICTD parking spaces (280 within 1/8 mile)
Michigan City/NICTD Rail Realignment Study

North Alignment - Concept B

Michigan City, Indiana

- Trail Creek redevelopment plan based on Lohan Anderson study
- NEW NICTD STATION
  - 3,000 sq. ft. station house (800 spaces within 1/8 mile)
  - 800 linear ft. platform
  - 2-story, 450 space parking deck for NICTD
  - 350 surface parking spaces for NICTD

- Trail Creek Creek Development Plan
- NEW LIGHTHOUSE PLACE EXPANSION
  - 6,000 sq. ft. general commercial
  - 316 surface parking spaces

- FIFTH STREET SENIOR HOUSING
  - 40 senior housing units with 40 parking spaces

- RESTAURANT CLUSTER
  - 22,500 sq. ft. of restaurant space in 3 buildings
  - 225 shared surface parking spaces (10/1000 sq. ft.)

- WABASH REDEVELOPMENT
  - 29,000 sq. ft. general commercial in 3 buildings
  - 34,500 sq. ft. office in 3 buildings
  - 17,000 sq. ft. of existing development in 3 buildings
  - 483 surface parking spaces (6/1000 sq. ft.)
  - 1/2 acre park

- HSWINGBRIDGE CONDOS
  - 180 condo units in five 4-story buildings with 180 garaged parking spaces on first floors

- SITE DATA
  - MARKET WAREHOUSE
    - 21,500 sq. ft. renovated warehouse space for market
    - 254 surface parking spaces (2.5/1000 sq. ft.)

- J PINE STREET REDEVELOPMENT
  - 13,500 sq. ft. office
  - new 20,000 sq. ft. city hall as michigan ave. focal point
  - new 18,500 sq. ft. police station
  - 116 surface parking spaces

- I MICHIGAN AVENUE TOWNHOMES
  - 18 townhomes with 72 parking spaces

- G RESTAURANT CLUSTER
  - 55,500 sq. ft. general commercial
  - 48,000 sq. ft. office
  - 28,500 sq. ft. restaurant

- E Concept Summary
  - TOTAL HOUSING UNITS 238*
    - 18 townhomes
    - 40 senior housing units
    - 180 condos or apartments
  - TOTAL COMMERCIAL 132,000 sq. ft.
    - 55,500 sq. ft. general commercial
    - 48,000 sq. ft. office
    - 28,500 sq. ft. restaurant

* not including trail creek redevelopment
Table 4 – Economic Potential

<table>
<thead>
<tr>
<th>Concept</th>
<th>Housing Units</th>
<th>Retail / Commercial (SF)</th>
<th>Total Value</th>
<th>Assessed Value (2007)</th>
<th>Incremental Assessed Value</th>
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<tbody>
<tr>
<td><strong>South Alignment</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>63</td>
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<td>$12,655,000</td>
<td>$3,143,300</td>
<td>$9,511,700</td>
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<td>$18,855,000</td>
<td>$3,446,500</td>
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<td>C</td>
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<td>$22,165,000</td>
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<td><strong>Central Alignment</strong></td>
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<td></td>
<td></td>
<td></td>
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<td>A</td>
<td>19</td>
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<td>$28,554,000</td>
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<td><strong>North Alignment</strong></td>
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<td></td>
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<td>A</td>
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<td><strong>Trail Creek Development</strong></td>
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<td></td>
<td>$101,636,000</td>
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<td>NA</td>
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</table>

Source: Goodman Williams Group
G. Evaluation of Alternatives

In order to evaluate each of the alternatives a set of Evaluation Criteria was developed. Each of the alternatives will be evaluated based on the following criteria. This will assist the MOG in selecting a preferred alternative.

<table>
<thead>
<tr>
<th>Category</th>
<th>Evaluation Criteria</th>
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<tbody>
<tr>
<td>Land Use and Economic Development</td>
<td>• Potential for Transit Oriented Development (TOD)</td>
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<tr>
<td></td>
<td>• Economic impact</td>
</tr>
<tr>
<td></td>
<td>• Impact on existing land uses in station area</td>
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<tr>
<td></td>
<td>• Impact on existing land uses along alignment</td>
</tr>
<tr>
<td></td>
<td>• Impact on historic districts</td>
</tr>
<tr>
<td></td>
<td>• Potential for attractive streetscape and urban design elements</td>
</tr>
<tr>
<td>Socio-Economic</td>
<td>• Land acquisition and relocation</td>
</tr>
<tr>
<td></td>
<td>• Impact on minority and low income neighborhoods (environmental justice)</td>
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<tr>
<td>Stations and Facilities</td>
<td>• Available land for station and parking</td>
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<tr>
<td></td>
<td>• Potential for structured parking</td>
</tr>
<tr>
<td></td>
<td>• Access</td>
</tr>
<tr>
<td>Traffic and Access</td>
<td>• Number of existing grade crossings</td>
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<td>• Number of potential grade crossing closings</td>
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<td></td>
<td>• Circulation impacts</td>
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<tr>
<td></td>
<td>• Impacts on access to lakefront, neighborhoods, attractions</td>
</tr>
<tr>
<td>Multi-modal Connectivity</td>
<td>• Street grid and sidewalk network</td>
</tr>
<tr>
<td></td>
<td>• Bus, bike and pedestrian access</td>
</tr>
<tr>
<td>Rail Infrastructure</td>
<td>• Track curvature</td>
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<tr>
<td></td>
<td>• Track gradient</td>
</tr>
<tr>
<td></td>
<td>• Horizontal clearance</td>
</tr>
<tr>
<td></td>
<td>• Speed</td>
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<tr>
<td></td>
<td>• Maintenance facilities</td>
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<tr>
<td>Rail Capacity</td>
<td>• Double track</td>
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<tr>
<td></td>
<td>• ROW requirement</td>
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<tr>
<td>Schedule Impacts</td>
<td>• Track capacity</td>
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<tr>
<td></td>
<td>• Travel time</td>
</tr>
<tr>
<td>Service Reliability</td>
<td>• On-time performance estimates</td>
</tr>
<tr>
<td>Safety</td>
<td>• Along alignment</td>
</tr>
<tr>
<td></td>
<td>• Station areas</td>
</tr>
<tr>
<td>Ridership Potential</td>
<td>• Ridership potential based on existing origin-destination data</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>• Wetlands</td>
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<tr>
<td></td>
<td>• Water resources</td>
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<tr>
<td></td>
<td>• Historic and archeological</td>
</tr>
<tr>
<td></td>
<td>• Air and noise</td>
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<tr>
<td></td>
<td>• Endangered species</td>
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<tr>
<td></td>
<td>• Parklands</td>
</tr>
<tr>
<td></td>
<td>• Geotechnical</td>
</tr>
<tr>
<td></td>
<td>• Brownfield/hazardous material sites</td>
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<tr>
<td>Capital and Operating Cost</td>
<td>• Construction Cost</td>
</tr>
<tr>
<td></td>
<td>• Operating Costs</td>
</tr>
<tr>
<td></td>
<td>• Maintenance Costs</td>
</tr>
</tbody>
</table>
| Public Involvement | • Resident and business support  
|                   | • Stakeholder /agency support |
| Quality of Life   | • Potential for improved vibrancy in neighborhood (walkability, mixed land uses, sustainability)  
|                   | • Sensitivity in terms of noise, vibration and visual impacts |

**H. Next Steps**

The MOG is in the process of evaluating all of the alternatives based on the project goals and the evaluation criteria established. A decision on a preferred alternative is expected during Summer 2012 at which time it will be presented to the public at the second public meeting.