



Appendix H5. Index of General Public Written Comments, Response to General Public Comments



This page is intentionally left blank.



Table H5-1: General Public Written Comments and Responses Index

Last Name	First Name	Comment ID(s)
Albrecht	Ronald	40
Albright	Brandon	41
Albright	Nicole	42
Alderden	Aaron	43
Alesi	Amanda	44
Alexander	Deb	45
Allegrezza	William	46
Alrick	Ron	47
Amezcuca	Manuel	48
Amezcuca	Samantha	49
Andrzejewski	Edward	50
Anitec	Barbara	51
Applesies	Edith	52
Armstrong	LJ	53
Ashrita		54
Astor	Debbie	55
Astor	Debbie	56
Babcock	Don	57
Babusiak	Kate	58
Babusiak	Kevin	59
Bachmann	Debbie	60
Baker	Dean	61
Bakker	Gene	62
Bakker	Patricia	63
Barrett	Gabrielle	64
Barrett	Laura	65A – 65G
Barrett	Michael	66
Barrientez	Monica	67
Baum	Kathryn	68
Benchik	Jon	69



Last Name	First Name	Comment ID(s)
Bernardi	Connie	70
Bonchnowski	Ann	71
Boer	Debi	72
Bolling	April	73
Bowers	Judy	74
Brandenburg	Carly	75
Brandenburg	Carly and Steve	76
Bravo	Heriberto	77
Brennan	Jennifer	78
Brewe	Ian	79
Brohart	Rodney	80
Buchnat	Ursula	81
Budeselich	Michelle	82
Burbach	Brian	83 - 85
Burbridge	Wende	86
Burgos	Mercedes	87
Burian	Amy	88
Byrne	Mary and Rich	89
Byrne	Mary	90
Cable	Chris	91
Cannon	Margaret	92
Carlson	Rich	93
Casas	M.	94
Case	Donna	95
Castaneda	India	96
Chang	Chih-Hsuan	97
Ciupa	Mike	98
Clark	Kim	99
Colwell	Amy	100
Colwell	Brian	101
Cooper	Janet	102



Last Name	First Name	Comment ID(s)
Covell	Paul Frank	103
Crismar	Suzanne	104
Crist	Caryn	105
Crist	Joan	106
Crotty	Julie	107
Culberg	Carol	108
Czapka	Stephanie	109
Czulno	Laurie	110
Damico	Jared	111
Davis	James	112
Dean	Ryan	113
Deerwester	Don	114
Devine	Evan	115
Docter	Anne-Marie	116
Dopp	Mary Jane	117
Drenne	Ken	118
Dudek	Aaron	119
Dudek	Jayne	120
Dunn	Donna	121
Eanes	Pam	122 – 124
Englert	Mike and Sharon	125
Ennis	Heather	126
Erickson	Judith	127
Falc Jr.	Pio	128
Fies	James	129
Flanagan	Jodi	130
Flores	Anna	131
Fritz	Deborah	132
Gaffigan	Mitch	133
Galbreath	Vanessa	134
Galka	Kaitlyn	135



Last Name	First Name	Comment ID(s)
Garcia	Isabel	136
Garcia	Victoria	137
Garza	Gabrina	138
Garza	Katherine	139
Gescheidler	Patty	140
Gessen	Cynthia Vander	141
Goldman	Carol	142
Goldman	Robin	143
Gonzalez	David	144
Graham	Terry	145
Gross	Peggy	146
Grubish	Joe	147
Hanas	Terry	148
Hand	Kelly	149
Hansen	Cathi	150
Haro	Jaclyn	151
Haydell	Dani	152
Hayes	Mikayla	153
Heggi	Kevin	154
Hendron	Shane	155
Hernandez	Kathleen	156
Heymann	Tova	157
Higgason	Melissa	158
Hoopq	Christy	159
Huerter	Brenda	160
Huerter	Cy	161
Huffman	Robert	162 - 172
Hunt	Kevin	173
Hunter	Ronald	174
Iwema	Jeanne	175
Jablonski	Dennis	176



Last Name	First Name	Comment ID(s)
Jablonski	Maureen	177
Jackson	Keturah	178
Johns	Paula	179
Joranorich	Ned	180
Joranorich	Rosalynn	181
Jovanovich	Roz	182
Kalka	Patricia	183
Kane	Denarie	184
Kang	Sang	185
Kate	Mary	186
Katz	Judy and Rick	187
Keefner	Adam	188
Kelly	Shawn	189
Kennedy	John	190
Keon	Thomas	191
Kolar	Josh	192
Kolar	Rachel	193
Kolar	Rachel	194
Konrady	Bernie	195
Konrady	Sue	196
Kreisl	Chuck	197
Kubon	Thomas	198
Laim	Roger	199
Lambert	Jeff	200
Lambert	Jodi	201
Lareau	Cathy	202A – 202D
Larson	Dennis	203
Lattanzi	Gabriella	204
Lawson	Melissa	205
Laz	Lazer	206
LeVan	Jim	207A -207L



Last Name	First Name	Comment ID(s)
Lietz	James	208
Lilek	Tim	209
LoMally	Rick	210
Loos	Phill	211
Lorenz	Patricia	212
Lukis	Jason	213 - 214
Lukis	John	215
Luksich	Jon	216
Lundy	Debra	217
Lundy	Jeffrey A.	218
Luther	Kathy	219
MacLean	Justin	220
Mahalic	Fran and Herb	221
Mamich	Wanda	222A – 222G
Manahan	Jamie	223
Mangus	Rob	224
Mantis	Nick	225
Martin	Therese	226
Mathis	Cori	227 - 228
Mayberry	Jenny	229
Mayberry	Sue	230
McCormick	Jeff	231
McCormick	Joseph	232
McLees	David	233
Metz	Alex	234
Meyers	Priscilla	235
Miceli	John	236
Michalak	Herbert	237
Mihalo	Susan	238
Miller	Craig	239
Miller	Jeff	240



Last Name	First Name	Comment ID(s)
Miszewski	Robert	241
Mitchell	Janis	242
Mitchell	John	243
Moake	Cora	244
Mojtahed	Masoud	245
Morton	Grant	246
Mrak	George	247
Mudroncik	Liz	248
Mulvihill	Lloyd	249
Muncz	Jesse	250
Murphy	Shane	251
Nierengarten	Kate	252
Nierengarten	Michael	253
O'Banion	Kim	254
Oberman	Michael	255
Ochi	Robert	256A – 256L
O'Connor	Julie	257A – 257H
O'Halloran	Kimberly	258
Orsi	Scott	259
Panaggio	Daniel	260
Pavlinac	Jonathan	261
Pennanen	Valerie	262
Pierson	Ed	263
Pirok	Brian	264
Pizzuto-Dean	Jennifer	265
Pokrajac	Michael	266
Popovich	Craig	267
Poskin	Jennifer	268
Pritchard	Emily	269
Radde	Ann	270
Ramirez	Juan	271



Last Name	First Name	Comment ID(s)
Ray	Marion	272
Reyes	Alicia	273
Reynolds	Len	274
Ribble	Eric	275
Richardson	Lana and Richard	276
Robbins	Cynthia	277
Rocek	Charles	278
Rogan	Brian	279
Rogers	Walter	280A – 280B
Rosales	M.	281
Rose	Emma	282
Ross	Doug	283
Rotatori	Paul	284
Ruane	Sharon	285
Ruciaski	Christiane	286
Rucinski	Tracy	287
Rvokenen	Donna	288
Ryan	Tom	289
Rybicki	Cori	290
Sanow	Amanda	291
Sayed	Aryana	292
Scalchas	Rebecca	293
Schneider	Christina	294
Schneider	Tom	295
Sculli	Michael	296
Sejda	Barbara	297
Senteno	Rogelio	298
Shalda	Diane	299
Shareef	Steven	300
Sherman	Sandra	301
Sikora	Paul	302



Last Name	First Name	Comment ID(s)
Silaj	Susan	303 – 304
Simmons	William	305
Skiba	Walter	306
Smit	Julie	307
Smit	Steven	308
Smith	Ross	309 - 311
Smolar	Kylie	312
Soga	Rich	313
Sons	Kelly	314
Stankiewicz	Ted	315
Stickley	Robert	316 – 317
Stricker	Lou	318
Swetlik	James	319
Szala	Kathleen	320 – 321
Szczucki	James	322
Tanis	Mary	323 - 324
Tarin	Jim & Cindy	325
Taylor	Connie	326
Taylor	Paul	327
Taylor-Brown	Rondalyn	328
Tioco	Jeff	329
Triezenberg	Fred	330
Turner	Kelly	331
Unknown	Candy	332
Unknown	Chad	333
Unknown	Dave	334
Unknown	Frances	335
Unknown	Heather	336
Unknown	Jacob	337
Unknown	Katelyn	338
Unknown	Michelle	339



Last Name	First Name	Comment ID(s)
Unknown	Paul	340
Unknown	Rick	341
Unknown	Samantha	342
Unknown	Unknown	343
Unknown	Unknown	344
Unknown	Unknown	345
Unknown	Unknown	346
Unknown	Unknown	347
Unknown	Unknown	348
Unknown	Unknown	349
Unknown	Unknown	350
Unknown	Unknown	351
Unknown	Unknown	352
Unknown	Unknown	353
Unknown	Unknown	354
Unknown	Unknown	355
Unknown	Unknown	356
Unknown	Unknown	357
Unknown	Unknown	358
Unknown	Unknown	359
Unknown	Unknown	360
Uzubell	Joseph	361
Vachet	Wendy	362
Valavanis	Chris and Liz	363
Van Baren	Isaac	364
VanCocker	John	365
Van Hecht	Jeff	366
Van Hecke	Jeff	367
Van Kalker	John	368
Van Til	John	369
Van Waardenburg	Andy	370



Last Name	First Name	Comment ID(s)
Vander Woude	Natalie	371
Vander Woude	Sara	372
Vanderhoek	Garrett	373
Venetis	Maria	374
Venetis	Peter	375
Verwey	Wendy	376 – 377
Vigh	Jacob	378
Voss	Dawn	379
Wagner	John	380
Warot	Noran	381
Warren	Candee	382
Watkins	Elizabeth	383
Weller	Christopher	384
Wells	Karen	385
Westminster	Joe	386
White	David	387
White	Davita	388
Will	Claire	389
Williams	Beverly	390
Williams	Keith	391
Williams	Salena	392
Willis	Chantel	393
Wilson	Julie	394
Wiseman	Nina	395
Wotkun	John	396 – 399
Wszolek	Joseph	400
Yalowitz	Merrill	401
Yokovich	Marybeth	402
Zawada	William	403
Zukley	Kerrie	404
Zuzich	Kristin	405



Last Name	First Name	Comment ID(s)
Zwier	Susan	406

Table H6-1: Response to DEIS General Public Written Comments

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
40	Albrecht	Ronald	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	I am against the connecting of seminary drive directly to the train station. There is no outlet behind our development. Traffic is extremely heavy. Can't get to main road without crossing a railroad track. We have 3 railroad crossing now. Two crossing have no railroad Gates. Looking for an accident to happen because of the heavy train traffic.	See Master Response #31 regarding traffic and connections to subdivisions.
41	Albright	Brandon	Online Comment Form	<ul style="list-style-type: none"> Alternatives Roadway Connectivity to Subdivisions 	As a property owner whose land is currently against the tracks on the west side, I would prefer the new tracks be built on the East side of the existing tracks. In regards to the parking lot at Main Street: I would love if Margo Lane went through to Main Street so we had access to that lot. However, I am STRONGLY opposed to Margo being the only road coming from the North to get to that lot. Ideally, there would be another larger, thru street with access from the north to get to the parking lot there.	See Master Response #31 regarding connectivity of Margo Lane. The Project tracks are currently proposed on the east side of the CSX track in the Munster/Dyer Main Street Station area.
42	Albright	Nicole	Online Comment Form	<ul style="list-style-type: none"> Alternatives Roadway Connectivity to Subdivisions 	As a property owner whose land is currently against the tracks on the west side in West Lakes (Munster), I would much prefer that we do not lose our property to this project and have the new tracks be built on the East side of the existing tracks. Secondary, I am not sure if this is relevant for this forum, but I want to state my opinion on the parking lot for the Main Street (Munster/Dyer) station. I am all for there being a station in that location with an associated parking lot. I would love if Margo Lane went through to Main Street so we had access to that lot. However, I am STRONGLY opposed to Margo being the only road coming from the North to get to that lot, thereby making Margo a raceway for traffic to speed down when people are late for their trains. Please keep in mind, Margo was built as a NEIGHBORHOOD road and was not intended for this purpose. Ideally, Wentworth Avenue in IL would go through to Main Street also with access to the parking lot there. Thank you for your consideration.	See Master Response #31 regarding connectivity of Margo Lane. The Project tracks are currently proposed on the east side of the CSX track in the Munster/Dyer Main Street Station area.
43	Alderden	Aaron	Comment Form (One Region)	<ul style="list-style-type: none"> Support 	I love this project and I plan to use this train all the time. I can't wait	See Master Response #26 regarding support for the Project.
44	Alesi	Amanda	Online Comment Form	<ul style="list-style-type: none"> Support 	I am a big supporter of the Southshore extension. I grew up in Dyer and watched my father drive to Hazel Crest each day for 40 years. I moved to St. John with my husband in 2013. We both work in Chicago. My husband is from Arlington Heights, and it took some convincing for him to move to NWI knowing he's committing himself to an average of 3 hours commuting via car each day. 3 years have passed and the commute is taking a toll but we want to try to make it to 2022 for the train station. Our friends from North Chicago who all have successful careers downtown love NWI but they admitted they would never consider moving here due simply to the lack of transit. I feel the future of our town depends greatly on this train line extension. Thank you.	See Master Response #26 regarding support for the Project.
45	Alexander	Deb	Comment Form (One Region)	<ul style="list-style-type: none"> Support 	Major artery in NW Indiana	See Master Response #26 regarding support for the Project.
46	Allegrezza	William	Online Comment Form	<ul style="list-style-type: none"> Support 	I am 100% in favor of adding a line with some new stations. I think this would greatly benefit the area in terms of access to the city. I think it would encourage local growth as well. (I'm sorry that I could not make the meetings. I have been out of town and a bust now.)	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
47	Alrick	Ron	Phone	<ul style="list-style-type: none"> • Oppose • Automobile Traffic 	I am opposed to this project there is already too much traffic in our subdivision and we do not need any additional traffic problems.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #31 regarding traffic and connections to subdivisions.</p>
48	Amezcuca	Manuel	Online Comment Form	<ul style="list-style-type: none"> • Support • Roadway Connectivity to Subdivisions 	I support the train, but am opposed to the increase danger within our subdivision by Margo Lane being opened on the south end. Only someone not living on Margo Lane would not understand the significance of this decision.	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding connectivity of Margo Lane.</p>
49	Amezcuca	Samantha	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I am absolutely opposed to Margo Lane being opened up as a through street. This poses an incredible danger for our families and children as speedy is an issue already. We are not in favor of this and only support the train if Margo Lane doesn't open up.	See Master Response #31 regarding connectivity of Margo Lane.
50	Andrzejewski	Edward	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Thank you for the informational meeting last night in Dyer. One of the NICTD representatives that I spoke with last night confirmed that there is a planned round-about that would allow the main parking lot to exit into the Meadows sub-division in Dyer via Seminary Street. Being a resident of the Meadows I am against the parking lot feeding into my sub-division. The Meadows is full of young families with children, and the entrance into the Meadows would quickly become a "cut-through" for train riders coming/ going from the South or Illinois. Thank you.	See Master Response #31 regarding traffic and connections to subdivisions.
51	Anitec	Barbara	Phone	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I live on Seminary Dr. and I am against and opposed to connecting this project to our subdivision.	See Master Response #31 regarding traffic and connections to subdivisions.
52	Appelsies	Edith	Comment Form (One Region)	<ul style="list-style-type: none"> • Americans with Disabilities Act (ADA) 	Need more handicap spots—need lots of parking cash machines are hard to work need a real person in the depot. Have a golf cart(2) to take people to the farthest parking space and charge a nominal fee. Good on very cold or rainy/snowy days.	<p>See Master Response #1 regarding disabled access/Americans with Disabilities Act Compliance.</p> <p>Thank you for your comment. It is noted for the record.</p>
53	Armstrong	LJ	Online Comment Form	<ul style="list-style-type: none"> • Support 	I live in the Crown Point area and have ridden the South Shore for 20+ years. This area is booming- all the way from CP to Cedar Lake. All the new homes (and there are a lot of them) are up-scale, and the best paying jobs are in Chicago. It would be a great service to connect this economically upward area to better jobs. Right now, it's a pain for us to drive to the SS train. We do it for the jobs, but many people I know have given up because the commute is just too hard (esp. in the winter). The new corridor would solve this problem.	See Master Response #26 regarding support for the Project.
54	Ashrita		Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	This is definitely a very good idea. Commute would be easy. For students like me this is a good thing.	See Master Response #26 regarding support for the Project.
55	Astor	Debbie	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic • Roadway Connectivity to Subdivisions • Roadway 	1st End project in Munster. Dyer needs help with road work on 213th and Sheffield for this project. We have 20 million worth of subdivision work. Also no entry into the meadows subdivision from parking lot a barrier of landscaping needs to be in that area. On Main street you need to push road north to widen on Munster side. No station or parking on East side in Dyer.	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #31 regarding traffic and connections to subdivisions.</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						In general, station access points have been sited to connect to a collector or higher functional classification roadway. The collector or higher functional classification is expected to accommodate the commuter traffic. NICTD conducted traffic analyses following the policies outlined in the Indiana Department of Transportation (INDOT) "Applicant's Guide to Traffic Impact Studies" to determine if roadway improvements are needed.
56	Astor	Debbie	Online Comment Form	• Alternatives	I would prefer the train stay all in Munster. But if it is to be in Dyer all on east side of tracks. The meadows residents do not want it on the west side of tracks.	The Project tracks are currently proposed on the east side of the CSX track in the Munster/Dyer Main Street Station area.
57	Babcock	Don	Online Comment Form	• Support	I grew up in Highland. My mom took the SS to Chicago for a better job from the East Chicago Station. This Chicago job provided income to help raise 4 boys. I am the first in our family to get a college education. The SS changed our lives.	See Master Response #26 regarding support for the Project.
58	Babusiak	Kate	Comment Form (One Region)	• Support	In support of project!	See Master Response #26 regarding support for the Project.
59	Babusiak	Kevin	Comment Form (One Region)	• Support • Funding/Taxes/Referendum • Property Values	In support! When referring to taxes... will neighboring towns' property taxes be raised or will property values be increased? Both? Thx!	See Master Response #13 regarding funding and taxes. See Master Response #21 regarding property values. See Master Response #26 regarding support for the Project.
60	Bachmann	Debbie	Comment Form (One Region)	• Support	I fully support the South Shore Lines West Lake Corridor project. I was first introduced to the project through Leadership Northwest IN.	See Master Response #26 regarding support for the Project.
61	Baker	Dean	Phone	• Roadway Connectivity to Subdivisions	Opposed to any plan that connects to the Meadows subdivision.	See Master Response #31 regarding traffic and connections to subdivisions.
62	Bakker	Gene	Online Comment Form	• Automobile Traffic • Roadway Connectivity to Subdivisions	I am against any plan that would connect a parking lot to Seminary Drive or any other street in the west lake subdivision. We don't want the increased traffic from your business in our quiet subdivision.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding traffic and connections to subdivisions.
63	Bakker	Patricia	Online Comment Form	• Roadway Connectivity to Subdivisions	Option C & D are not options at all. Using subdivision streets as main roads to enter and exit what you say will be a very busy station is unbelievable. It makes no sense on any level. Have you been there? It just doesn't work for the train user and especially for the home owners. Ask the police their facts on increased crime, beside the danger to the many children and elderly and pets in that subdivision.	See Master Response #31 regarding traffic and connections to subdivisions.
64	Barrett	Gabrielle	Comment Form (One	• Support	Great idea, fully supported!	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Region)			
65	Barrett	Laura	Online Comment Form	• Oppose	I live at 8509 Garfield Avenue in Munster and I am opposed to the train station being located at Harrison Avenue and Ridge Road, Munster! Here are a few reasons at the top of my list:	See Master Response #19 regarding opposition to the Project. See Master Response #8 regarding alternative station locations. The Munster Ridge Road Station and associated parking lot was moved north of Ridge Road, rather than the initial location to the south.
65A	Barrett	Laura	Online Comment Form	• Funding/Taxes/Referendum	1. There has been no referendum/choice! Why are tax payers denied input?! Why do we get no choice or say in this matter?	See Master Response #13 regarding funding and taxes. See Master Response #16 regarding the public involvement process.
65B	Barrett	Laura	Online Comment Form	• Public Involvement/NEPA Process	2. Why are we, as residents of the town of Munster, not told what is happening? Why are we not informed about what the plans are for our home/neighborhood we love? Why all the differing facts between the town and the NICTD?	See Master Response #16 regarding the public involvement process.
65C	Barrett	Laura	Online Comment Form	• Funding/Taxes/Referendum	3. The cost of this project is outrageous, in many of our opinions. From what we understand, why is the construction cost of this project almost \$1B for less than 8 miles of tracking?!!	While cost is a factor in the selection of alternatives, other factors such as constructability and environmental impact are also evaluated for the FEIS Preferred Alternative. Chapter 11 of the FEIS discusses the financial considerations for the Project and lists the current cost at \$661 million with the Project 30 percent designed. The FEIS Preferred Alternative offers the least environmental impact for the cost. Further refinements to design and cost would continue as the Project progresses.
65D	Barrett	Laura	Online Comment Form	• Funding/Taxes/Referendum	4. Why should the taxes need to increase for us over something there was no referendum about??? I'm upset over this! The project estimates a ridership of 2,227 new riders/passengers. This is around \$400,000 per new rider. I can't see how this can make sense.	See Master Response #13 regarding funding and taxes. See Master Response #33 regarding ridership estimates.
65E	Barrett	Laura	Online Comment Form	• Alternatives • Property Acquisitions	5. PEOPLE WILL LOSE THEIR HOMES!!!! This is only supposed to be done as a last resort! This project is not a last resort! I don't see why the train can't just run through Munster without a station. I don't see why there can't be a different place to put this station so that people don't have to be displaced! I am against the fact that neighbors still don't know what's going on when they're homeowners who are said to be losing their homes! I know for a fact that even the 4 homeowners on South Street have yet to be told that they're losing their homes for this said parking lot!!! This is infuriating!! The Ridge Road station is 2.7 miles from the Hammond station and we find it unnecessary to spend so much money and tax dollars for a station/parking lot/TOD that will be so close to the existing and new Gateway stations in Hammond. This goes for the Dyer/Main Street, station as well. It's in such close proximity to Ridge Road. Why do we need one at Ridge Road?	See Master Response #8 regarding station locations. See Master Response #20 regarding property acquisitions/relocations.
65F	Barrett	Laura	Online Comment Form	• Property Values	6. As a homeowner at the end of Garfield Avenue, I am SO concerned about my home value dropping, my home being so close to a parking lot/whatever TOD plans there will be, so close to the train itself and its effects on us OR LOSING MY HOME ALTOGETHER! I feel deceived by the town of Munster and the NICTD!	See Master Response #21 regarding property values.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Homeowners need a say! This is just wrong!	
65G	Barrett	Laura	Online Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Neighborhoods/Quality of Life 	<p>7. We attend Saint Paul's Church/School on Harrison Avenue. This train and parking will affect the traffic patterns, the noise level, safety, etc. I am very concerned about all of these things! The church also has no say! It's just not right!</p> <p>These are all just the immediate thoughts/comments that are going through my mind. There are of course more. I am part of the neighborhood group of concerned residents, here, in town. I am tired of feeling as though we don't matter, our homes don't matter, our childrens' future here doesn't matter!</p>	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #16 regarding the public outreach program.</p>
66	Barrett	Michael	Online Comment Form	<ul style="list-style-type: none"> Purpose and Need Alternatives 	<p>I live on Garfield Avenue and am opposed to the train station being at the corner of Ridge and Harrison/Manor in Munster. I mainly am opposed to it because of the cost for such few expected riders. It just seems like a waste to take any homes and spend so much money for this project. The project seems like a waste to have so many stations so close to one another at the start. It also doesn't make sense to me that you would build parking lots with so many spots.</p> <p>If I knew this was going to happen I would have never moved to this home.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #22 regarding the need for the Project.</p> <p>The FEIS Preferred Alternative is the Hammond Alternative Option #2. While cost is a factor in the selection of alternatives, other factors such as constructability and environmental impact are also evaluated. The FEIS Preferred Alternative offers the least environmental impact for the cost.</p>
67	Barrientez	Monica	Online Comment Form	<ul style="list-style-type: none"> Safety/Security Property Acquisitions Bicycle/Pedestrian 	<p>How will this plan effect the homes on Frederick Ave in Munster? As well as the tunnel walkway connecting to bike path? What safety measures will be put in place, if the homes remain, to ensure kids or animals are safe?</p>	<p>See Master Response #15 regarding quality of life.</p> <p>See Master Response #18 regarding noise and vibration.</p> <p>No acquisitions are planned for Frederick Avenue; however, the Project is proposed to run directly behind the homes on the west side of Frederick Avenue. Residents in this area may experience an increase in noise, some dust during construction, and an increase in noise and vibration during Project operation.</p> <p>See Master Response #11 regarding bicycle and pedestrian safety.</p> <p>See Master Response #24 regarding general safety and security.</p> <p>The tunnel connecting to the bicycle path would be re-constructed, and the connectivity would be maintained as shown in the engineering drawings in Appendix E of the FEIS. Therefore, there would be no long-term effects on the tunnel or trail users. Sections 3.4 and 4.5 of the FEIS discuss safety measures including fencing to discourage unauthorized access to the railroad right-of-way and to direct pedestrians and bicyclists to areas of safe crossing.</p>
68	Baum	Kathryn	Comment Form (One	<ul style="list-style-type: none"> Support 	<p>This seems like a great idea!</p>	<p>See Master Response #26 regarding support for the Project.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Region)			
69	Benchik	Jon	Online Comment Form	• Support	Please don't let a tiny, but vocal minority wreck this project that will benefit thousands every day for decades.	See Master Response #26 regarding support for the Project.
70	Bernardi	Connie	Online Comment Form	• Oppose • Purpose and Need	I am very much against the West Lake expansion. It does not increase jobs. It damages existing homes. No amount of noise or vibration mitigation will cure it, other than not to build. You are just trading East Chicago parking lots for Munster and Dyer lots. Many studies show jobs not growing in Chicago. Many who do work in Chicago also live there, meaning no commute. Many of the condos impacted by the proposed line in Munster are over 55 age group and they are retiring, not going into Chicago.	See Master Response #19 regarding opposition to the Project. See Master Response #22 regarding the need for the Project.
71	Bochnowski	Ann	Comment Form (One Region)	• Support	I am very much in support of this project! It will bring young families with high paying jobs into NW IN and will encourage development near the stations. We should get much more out of this than we put in. The economics and environmental positives are great. Easing congestion along the highways between IN and Chicago is another plus!	See Master Response #26 regarding support for the Project.
72	Boer	Debi	Comment Form	• Support • Purpose and Need	Very exciting, looks promising! Concern – if Illinois is bleeding (population and taxes) will business in Chicago also jump ship and move to tax friendly states? This is reducing need for transport to Chicago.	See Master Response #22 regarding the need for the Project.
73	Bolling	April	Email	• Property Acquisitions	To whom this may concern, My mother lives at 11 Brunswick St Hammond, IN, which has been her address for over 30 years. She doesn't drive therefore she walks to work which is located across from her house (Delocks). We were unable to attend the meeting this week due to schedule conflicts however she has been losing sleep over hearing the plans of this project. Can you please tell me if the project is approved, will her address be part of the acquisition? I need more than a year to figure out her next move since it would not only be a resident change but also a job change. I am sure you are extremely busy answering calls or responding to emails but I truly hope you can find time to respond to this email. Thank you so much for your time.	See Master Response #20 regarding property acquisitions/relocations, including timing. The property at 11 Brunswick Street in Hammond, Indiana, is in an area currently identified for a station.
74	Bowers	Judy	Online Comment Form	• Roadway Connectivity to Subdivisions	I would like the parking lot for the West Lake Corridor Project Munster/Dyer Train Station to remain on the east side of the tracks. I live in the Meadows subdivision and if the parking lot is on the west side of the tracks that means people will have access through my subdivision to the station. I do not want all of that traffic coming through my subdivision. I think the station is a great idea but just not accessible from my subdivision. Thank you for your consideration.	See Master Response #31 regarding traffic and connections to subdivisions.
75	Brandenburg	Carly	Online Comment Form	• Support	We desperately need to better connect our communities in Munster and Dyer to Chicago. This is going to open up so many excellent opportunities for our area, economically and otherwise.	See Master Response #26 regarding support for the Project.
76	Brandenburg	Carly and Steve	Comment Form (One Region)	• Support	We are all for the train. Good luck defeating the nimbys! We need this economically and environmentally.	See Master Response #26 regarding support for the Project.
77	Bravo	Heriberto	Online Comment Form	• Roadway Connectivity to Subdivisions	Hello, my name is Heriberto Bravo I am a resident of The Meadows Subdivision in Dyer. My address is 507 Seminary Drive. I am 34 years old, my wife and I have two daughters ages 6 and 4. We have worked very hard to achieve to live in this nice and quiet neighborhood where our daughters can freely walk and play with their little friends outside. Our house is located at the dead end of Seminary Drive, and if this street gets connected to the proposed parking lot for the Munster/Dyer station it would completely take away our privacy, our children's safety, our so well maintained front yards. We do not want our street to be a high transited pathway, with commuters speeding in front of our house, commuters interfering with our driveways, strangers occupying our street parking, unwanted people wondering our property. I am opposing to the connection of Seminary Drive to	See Master Response #31 regarding traffic and connections to subdivisions.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					the south shore - Munster/Dyer train station. Please do not ruin our lives.	
78	Brennan	Jennifer	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic • Noise/Vibration • Bicycle/Pedestrian, 	<p>I know the study has looked at noise and the plan is to install directional horns at grade crossings, however, I am still concerned about train horn noise. Are there any other alternatives planned if the direction horns do not work?</p> <p>Down the road, is there anything in place to limit additional trains on this extension?</p> <p>Traffic along Ridge Rd is already heavy and congested. Will the boarding platform at the Ridge Rd station be positioned to allow the crossing gates to stay up and traffic to continue to flow during boarding?</p> <p>As a user of the trails along the proposed extension, will trail usage be limited during the construction period?</p>	<p>See Master Response #18 regarding noise and vibration and Quiet Zones.</p> <p>Although the existing South Shore Line (SSL) accommodates freight trains, freight trains would not be able to use the West Lake Corridor line because (1) there are no connections to the freight lines, and (2) the West Lake Corridor design parameters would only accommodate lighter NICTD electric commuter rail cars and maintenance trains. The design is not intended to accommodate heavier freight trains which could have increased noise due to diesel locomotives and heavier loads.</p> <p>The service provided by NICTD would accommodate 2040 ridership demand. In the future, if warranted by ridership demands, NICTD would first consider adding higher capacity cars before adding commuter trains.</p> <p>See Master Response #29 regarding traffic congestion.</p> <p>Project trains would be no longer than eight cars and would be designed to fit at the station platforms without blocking any roads. When the train is in the southbound direction only, warning devices would be required to stay activated at railroad-highway grade crossings at Munster Ridge Road and South Hammond Stations while boarding and alighting.</p> <p>See Master Response #9 regarding bicycle and pedestrian trails.</p> <p>Section 3.4.3 of the FEIS discusses construction impacts for the FEIS Preferred Alternative, which would include temporary closures or detours. The Monon Trail would experience the greatest pedestrian- and bicycle-related construction impact.</p>
79	Brewe	Ian	Email	<ul style="list-style-type: none"> • Support 	I fully support the development of the West Lake project and modernization of the South Shore Line.	See Master Response #26 regarding support for the Project.
80	Brohart	Rodney	Phone	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Please put train station on the east side of tracks. No traffic through subdivision to station. Subdivisions are not made for this kind of traffic.	See Master Response #31 regarding traffic and connections to subdivisions.
81	Buchnat	Ursula	Comment Form	<ul style="list-style-type: none"> • Funding/Taxes/Referendum 	Will this project impact local real estate taxes and by what percentages? This project should improve to increase the population of Northwest Indiana.	See Master Response #13 regarding funding and taxes.
82	Budeselich	Michelle	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Safety/Security • Transit Oriented Development 	<p>I am a resident in West Lakes as well as a business owner with residential rental properties and land in Munster. I am currently concerned with the possibility of the train parking being attached to our subdivision and the severe safety hazards that poses to my children, family and neighborhood. I oppose anything being on our side of the tracks or attached to West Lakes sub, period. Most importantly the safety of our children is at stake! We all know how fast late commuters can drive and clearly this would pose a danger to all of us in West Lakes!</p> <p>Additionally, opening up Margo to more than one exit point would most likely introduce more crime with easy</p>	<p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #31 regarding connectivity to West</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					exits for criminals. Traffic wise, we also already have extremely high traffic due to the Family Christian Center which causes extreme delays to our residents with horrible traffic backups all throughout the week. It's a nightmare already, how someone could even think to add additional traffic to Margo is unexplainable. In addition Margo is one lane each way and when cars are parked there it's difficult for regular subdivision flow, again let alone more traffic. I have also heard rumors about the possibility of section 8 housing going nearby this train area, in which if that would be the case I completely oppose the train all together! I certainly hope these rumors aren't true and that all of the items I discussed are clearly evaluated by those in control of this plan. Thank you.	Lakes subdivision. See Master Response #32 regarding affordable, low-income, and Section 8 housing.
83	Burbach	Brian	Email	<ul style="list-style-type: none"> Public Involvement/NEPA Process Roadway Connectivity to Subdivisions 	I have just received an e-mail about the latest plans for the station. Similar to what I have seen before at the informational meetings except the connection of Seminary Dr. to Main St. I have been to several meetings over the years about Main St. and now the train station. One thing we have been PROMISED BY OUR ELECTED OFFICIALS IN DYER IS THAT NO STREETS IN THE MEADOWS SUBDIVISION WOULD BE TIED TOGETHER WITH MAIN ST. AGAIN LET ME REPEAT MYSELF, OUR ELECTED OFFICIALS IN DYER HAVE PROMISED THE RESIDENTS IN THE MEADOWS SUBDIVISION THAT NO STREETS WOULD BE TIED TOGETHER WITH MAIN ST. THESE STATEMENTS WERE MADE AT THOSE MEETINGS. Now I see a plans doing such? Is nobody listening to us or is it just nobody cares what we want. I have been wrong many times in my life but in my opinion I can almost guarantee not one person involved in this project lives in the meadows or the subdivision to the north in Munster. With the connection of those streets to Main St. it would bring unwanted cut thru traffic, totally unsafe for children and residents. That traffic would need to be controlled, and the Meadows subdivision and Westlake in Munster is not the way to do it. But for those people who are involved in this and are actually considering doing that to the two subdivisions must have the intent on wrecking them. Because in the long range outlook that will happen. But hey what's the old saying for the people making these decisions, "looks good from my house". In other words, I do not live there, I does not affect me, and I do not, care what they think. I ask that you prove me wrong.	See Master Response #16 regarding the public outreach program. See Master Response #31 regarding connectivity to the Meadows and West Lakes subdivisions.
84	Burbach	Brian	Email	<ul style="list-style-type: none"> Transit Oriented Development 	There is talk going around about receiving federal funds for this project called Greenway initiatives. Along with receiving federal funds their also would have to be affordable housing built near the train station, that's part of the deal for taking federal funds. What I understand about affordable housing is considered individuals who make less than 50% less than the area's annual income? Is there any truth to this at all, that is why I'm asking to hear it straight from you NICTD.	See Master Response #27 regarding transit oriented development (TOD). See Master Response #32 regarding affordable housing.
85	Burbach	Brian	Email	<ul style="list-style-type: none"> Public Involvement/NEPA Process Aesthetics/Visual Property Values Neighborhoods/Quality of Life 	At one of the meetings, there was a statement made about doing this project, with the goal of making this like the Naperville area in Illinois. Please do not wreck this area over the lure of money. If this is going to be done, do it right. No short cuts. Many of us have lived here for a long time and want to keep it that way. Please don't force us to move because our standard of living would be decreased. Please do not decrease our property values because of this project. Most of us moved here from Illinois for one reason or another. I tell people in Illinois to move here. Please don't make it where I'm telling them to stay away. We made this area the way it is because we care about our families, children, neighbors, the town we live in, etc. Install a decorative wall between the parking lot and the Meadows Subdivision. Listen to what we have to say. Show us that you do care and will listen to us. Please don't jam it down our throats and say "see you, wouldn't want to be you." Be responsible.	See Master Response #2 regarding visual impact mitigation measures. See Master Response #15 regarding neighborhood impacts. See Master Response #16 regarding the public outreach program. See Master Response #21 regarding property values.
86	Burbridge	Wende	Email	<ul style="list-style-type: none"> Support 	Bravo! It's about time! I am confident that this will be a great opportunity for all counties in the region. Looking forward to more transportation option through and from Valparaiso and all population centers.	See Master Response #26 regarding support for the Project.
87	Burgos	Mercedes	Email	<ul style="list-style-type: none"> Support 	I believe this a great project that will grow Northwest Indiana's potential in many areas.	See Master Response #26 regarding support for the Project.
88	Burian	Amy	Online Comment	<ul style="list-style-type: none"> Public Involvement/NEPA Process 	I want to express that I have not been pleased with how this project has been handled. While I do see some benefits to train access, I am not in favor of the large expense for low projected # of users. I don't support having	See Master Response #8 regarding station locations.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form	<ul style="list-style-type: none"> • Alternatives • Property Values • Transit Oriented Development • Neighborhoods/Quality of Life 	<p>3 stations in such a short distance from the other. As a home owner who will look out her backyard and face a new parking lot, I really disapprove of the location of the ridge road station. I don't understand why the town council or RDA or NICTD couldn't have reached out to the homeowners of the immediately impacted station locations early in the process, met with us, discussed the vision and heard our concerns early on. I want strong assurances I won't lose my property value if you don't take my home and if you do take my home I need a promise it will be bought above fair market replacement value allowing to buy a home in the same community and not have to pull my kids out of their school or pay tuition to keep them in Munster. If I am forced to move you are creating turmoil in my life, finding a new home, packing, potential increase in my mortgage rate, the expense of moving and my extra time and effort to do something I am not doing by choice. I don't agree with the vision of apartments and clustered retail buildings, I don't live here so that I can feel like I live in the city. I like my large backyard and the fox that runs through it and convenience of the grocery store and target without the traffic of Schaumburg or Oak Park or Park Ridge etc... This project will cause Munster to lose some of its appeal in my opinion. I'm disappointed at your failure to hold a referendum for citizens to vote earlier in the project process. I support the Concerned Families of the West Lake Corridor Project resolution being proposed to the Munster Town Council and I hope all of you in a position to arbitrarily disrupt the lives of some at a huge expense for uncertain guarantees of benefit to the majority, take these issues seriously. Thank you.</p>	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #17 regarding the request for referendum.</p> <p>The FEIS Preferred Alternative is the Hammond Alternative Option #2. While cost is a factor in the selection of alternatives, other factors such as constructability and environmental impact are also evaluated. The FEIS Preferred Alternative offers the least environmental impact for the cost.</p>
89	Byrne	Mary and Rich	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	Tell us who is "for" this so we can place a half-way house next door to them.	See Master Response #19 regarding opposition to the Project.
90	Byrne	Mary	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Roadway Connectivity to Subdivisions 	Can a road be built from the Midwest Seminary parking lot to connect with Main Street through the farm land instead of making a roundabout at Seminary and Main.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #31 regarding connectivity of Seminary Drive.</p>
91	Cable	Chris	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	I wholly support the West Lake Corridor Expansion. Providing opportunities in mass transport and walkable Transit Oriented Development will be a gamechanger for the region of Northwest Indiana. We must continue to seize every opportunity to reduce traffic when commuting into Chicago whether it be for work or play. Frankly, it's embarrassing that this was not already accomplished 20 years ago. We need it now.	See Master Response #26 regarding support for the Project.
92	Cannon	Margaret	Email	<ul style="list-style-type: none"> • Support 	<ul style="list-style-type: none"> • The idea of connectivity is so appealing to all generations, especially younger people like myself • Getting the word out to young people in multiple ways is important • Future looks bright, thank you! Excited to a part of it. 	See Master Response #26 regarding support for the Project.
93	Carlson	Rich	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	The residents of the Meadows subdivision already were promised that the main street extension into Illinois project would not connect to the streets of our subdivision thru meetings with dyer town council and that project team. Now comes this project. The parking lots of the Munster/Dyer station have no need to connect to seminary lane or any other streets of our subdivision. If Main Street is extended, those parking lots can connect to that road but not our subdivision streets. Please do not send that traffic thru our subdivision. Thank You.	See Master Response #31 regarding traffic and connections to subdivisions.
94	Casas	M.	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Public Involvement/NEPA Process • Transit Oriented Development 	I 100% OPPOSED to the Expansion and TOD in Munster by Ridge Road and Manor and also the one further South. Furthermore I find it rude that there are these INFORMATIONAL meetings where we are not allowed to voice our negative feelings towards theses project. I hope that this is at least recorded somehow.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the public outreach program.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						See Master Response #27 regarding transit-oriented development (TOD).
95	Case	Donna	Comment Form	• Support	I want to see it happen!	See Master Response #26 regarding support for the Project.
96	Castaneda	India	Email	• Support	Can't wait to ride the rails	See Master Response #26 regarding support for the Project.
97	Chang	Chih-Hsuan	Comment Form (One Region)	• Support	It's cool. Makes people get convenience.	See Master Response #26 regarding support for the Project.
98	Ciupa	Mike	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Property Acquisitions 	I really don't like to move, gutted and did a complete remodel on my main level and basement ...New garage built for my antique cars and boat .will not find what I have unless I move 30 miles south. adding travel time to my commute to Chicago. dislike .compensate will not justified my time n labor.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p>
99	Clark	Kim	Online Comment Form	• Roadway Connectivity to Subdivisions	As a resident of West Lakes, it is imperative that streets linked to the train station NOT feed into the streets of West Lakes, particularly Margo Lane. Children are actively crossing and waiting on corners for school buses at the same times as trains arrive and board. This would increase danger and reduce safety of our children. Accessing a public station via a small community comprised of side streets as opposed to utilizing major thoroughfares does a disservice to the community but most importantly it puts children at increased risk. There is no greater good than safety of children.	See Master Response #31 regarding traffic and connections to subdivisions.
100	Colwell	Amy	Online Comment Form	• Noise/Vibration	I am concerned with the noise levels around my house. We will be within 1/4 mile of the proposed Ridge Road station, and will have the parking lot adjacent to my backyard. How is NICTD planning to mitigate the severe noise impact this station and parking lot will cause?	See Master Response #18 regarding noise and vibration and Quiet Zones.
101	Colwell	Brian	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic • Noise/Vibration • Safety/Security, 	Per Chapter 4 page 33 (4-33), "Parking for the Munster Ridge Road Station would require acquisition of a cluster of 18 single-family homes at the end of Garfield Avenue, which would have a direct but limited effect on neighborhood cohesion due the abundance of homes in the neighborhood. Station parking would create localized noise, traffic, safety, light, and glare impacts, which would affect nearby housing". What measures will be taken to ensure Resident property is protected from the noise, traffic and safety issues created by having the parking adjacent to residential homes?	<p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #29 regarding traffic impacts.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. The analysis of land acquisitions and displacements was updated with the results listed in Section 4.3.4 of the FEIS. For a map of the parcels to be acquired please consult the <i>West Lake Corridor Acquisitions and Displacements/Economic Assessment Technical Report</i> in Appendix G3 of the FEIS.</p> <p>Traffic impacts are discussed in Section 3.5.4 of the FEIS.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						<p>The possible spillover effect from station parking onto nearby streets would be addressed by NICTD through coordination with the local municipalities to develop appropriate mitigation measures as discussed in Section 3.6.5 of the FEIS. Mitigation would be achieved principally through the use of signs and enforcement of parking restrictions.</p> <p>Safety is discussed in Section 4.8.4 and the mitigation measures are described in Section 4.8.5 of the FEIS.</p> <p>Visual impacts including light glare are described in Section 4.7.4 of the FEIS. Screening would be incorporated where necessary to minimize visual and noise impacts on neighboring properties. NICTD would coordinate with the local municipalities and responsible agencies to create visual design guidelines for the Project, such as the selection of landscape treatments that would be consistent with applicable local policies and compatible with the character of the affected community.</p>
102	Cooper	Janet	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Purpose and Need • Transit Oriented Development 	<p>I do not understand why the Federal government would want to add to urban sprawl and the destruction of farmland in the implementation of the S Shore Westlake Corridor. I do not believe the "convenience" justifies the destruction of farmland and existing homes and businesses, and the enormous tax burden that will come with it. For 12 years I drove the 5 miles from my Munster home to the Hammond station to take the train downtown and considered the drive only a minor inconvenience. It is unconscionable to saddle us taxpayers with an enormous financial burden for the benefit of small group of riders, especially with the shortfall both locally and statewide. Munster is already crying poor mouth and wants an additional school referendum in addition to an increase in water rates from Hammond. Indiana does not have enough money to fix roads and plans to implement a wheel tax. It is even worse to expect the present residents to yield their homes for these few riders and the politically-connected consultants and developers who look to cash in BIG TIME on this project. It seems to me that this whole scheme (including and especially the TOD) is designed for their enrichment, and the actual rail line is merely a means to that end. I live approximately 1/2 mile from the proposed Ridge Road station, and I am angered and terrified by the prospect of being forced from my home of 30 years shortly before retirement in order to build TOD condos or apartments which DO NOT fit into our town's or neighborhood's character and will bring congestion and could quickly deteriorate into a transient crime-ridden area as has happened in Orland Park, Illinois.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #22 regarding the need for the Project.</p> <p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
103	Covello	Paul Frank	Online Comment Form	<ul style="list-style-type: none"> • Alternatives 	<p>I am a bit surprised that the new rail system will not be based on new technology. If we are going to build a new rail system, it should be able to run so-called "Bullet trains" or high speed rail. This would of course reduce the commute time. Other advantages are that high speed rail can be made available to travel outside the commute area to other parts of the country from these new tracks. Finally, if we make this system high speed capable now as we are building it, we will not have to circle back later to "upgrade" the system at more cost. This can help push the country forward to realizing the dream of high speed rail which is now enjoyed in many parts of the European Union.</p>	<p>The Monon Railroad corridor was jointly acquired in 1993 by the City of Hammond, the Town of Munster, and NICTD for the purposes of extending the South Shore Line (SSL) and implementing a multi-modal corridor. A bullet train would not be appropriate for a narrow right-of-way, or for a relatively short distance. Additionally, due to connections to the existing SSL, the extension must be consistent with existing rolling stock.</p>
104	Crismar	Suzanne	Comment Form (One	<ul style="list-style-type: none"> • Support 	<p>Much needed project. Munster/Dyer/South Hammond would certainly benefit from being more conveniently connected to Chicago for jobs, recreation, and healthcare. People in Chicago think Indiana is a far distant land. Our presence needs to be known. I support this project!!</p>	<p>See Master Response #26 regarding support for the Project.</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Region)			
105	Crist	Caryn	Email	• Support	This is the progress we need to develop Northwest Indiana, adding value to our communities, property values, along with new business to raise household incomes here in Northwest Indiana.	See Master Response #26 regarding support for the Project.
106	Crist	Caryn	Online Comment Form	• Support	Indiana need to update their infrastructure we need to support the West Lake Corridor Project to attract more business, increase home values, increase wages for our residents. This project will also bring in new home buyers who currently live in Illinois, for reasons: Solvent State, lower taxes, Great communities & Schools, lower crime rates.	See Master Response #26 regarding support for the Project.
107	Crotty	Julie	Email	• Property Acquisitions	To whom it may concern; Please understand that this project will be taking away people's homes, schools and churches if you decide to proceed with the plan that is in place. I understand that it will create jobs but it's not fair to force people out of their homes and to have to force children to find new schools and basically uproot their lives. Please reconsider the route you are choosing for this expansion. Thank you,	See Master Response #20 regarding property acquisition/relocation. See Master Response #19 regarding opposition to the Project.
108	Culberg	Carol	Comment Form (One Region)	• Support	In full support!	See Master Response #26 regarding support for the Project.
109	Czapka	Stephanie	Comment Form (One Region)	• Support • Roadway Connectivity to Subdivisions	Supportive of train station. Very concerned about opening Margo Lane on south end of West Lakes. We do NOT want Margo to be open to train parking.	See Master Response #26 regarding support of the Project. See Master Response #31 regarding connectivity of the West Lakes Subdivision.
110	Czulno	Laurie	Online Comment Form	• Support • Alternatives • Automobile Traffic,	I am in favor of the train, but have concerns about the parking at the Lyman Ave lot and DO NOT want a maintenance yard at or near that location. That neighborhood "Southmore" is landlocked and has to access Lyman to enter and exist their neighborhood. It would create undue and unneeded stress and noise is simply too close to residences. Additionally, I would like to see only entrances and exits for the parking to be on 173rd sty and 165th street. We most certainly do not want multiple car access off of Lyman which would cause excess cars on the east west streets which are extremely narrow.	See Master Response #26 regarding support of the Project. See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. The South Hammond Maintenance Yard is no longer under consideration.
111	Damico	Jared	Online Comment Form	• Funding/Taxes/Referendum	I have heard various stories about the project funding and remain unclear. One rumor is that additional local taxes and an increased Lake County income tax are required. I would like to learn more about the funding sources and which taxes (if any) are to be raised for this project. I worry that the reason many people move to the region is for lower taxes and growth will be stunted if they are raised too much (especially if the costs are similar to living in IL).	See Master Response #13 regarding funding and taxes.
112	Davis	James	Online Comment Form	• Roadway Connectivity to Subdivisions	My concern is about the safety of the children that will be involved using the option that connects Seminary Dr. In the Dyer corridor. From the looks of it there is an option that allows for a people to enter and exit the station from Main St. There is already a stoplight at this location. Using Seminary Dr. is not the best option in terms of safety. Put numerous children and adults in harms way due to increased unnecessary traffic is not a viable option. I believe that using the East option for this project is the safest and best option. My wife and I have just moved to our location 2 years ago and had I known at the time that our subdivision was going to be used and an entry and exit option for this project we would have thought otherwise about our decision.	See Master Response #31 regarding traffic and connections to subdivisions.
113	Dean	Ryan	Online Comment	• Automobile Traffic • Socioeconomics	The train will bring more congestion to ridge road. There also will be minimal economic growth due to the fact the area is already built up.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form			Section 1.2.2 of the FEIS discusses the promotion of economic development. The short term and long term economic growth would be derived from project related construction and operations spending as described in Section 4.4 of the FEIS. The West Lake Corridor Project supports the local comprehensive plans, which emphasize economic development and redevelopment, and attracting and retaining population. The comprehensive plans cite the need for commuter rail as a catalyst to help spur development. Additionally, the RDA's transit-oriented development study is completed and included in Appendix F of the FEIS. More information is available at: http://westlaketod.civicpage.com/
114	Deerwester	Don	Email	• Other	Wondering when expansion to St. John and Lowell would be considered.	There are no current plans for expansion to the Town of St. John or the Town of Lowell.
115	Devine	Evan	Email	• Support	Excited to see the new opportunity coming to the region. The rail line is certainly needed and will be a great addition to the growth of this state. As a realtor I am behind you all the way. Thanks!	See Master Response #26 regarding support for the Project.
116	Docter	Anne-Marie	Email	• Roadway Connectivity to Subdivisions	As a resident of the Meadows of Dyer I do not like either option that has a parking lot entrance inside our subdivision. We have a quiet and peaceful subdivision. We do not need traffics especially near our park. Please stay option A or B as those both would be good options	See Master Response #31 regarding traffic and connections to subdivisions.
117	Dopp	Mary Jane	Comment Form (One Region)	• Support	This is a great project - beneficial to citizens, business and the university. DO IT!!	See Master Response #26 regarding support for the Project.
118	Drenne	Ken	Email	• Purpose and Need	Hi. We don't know why the train would have to come to dyer and Munster. We just go to E. Chi or Ham'd now when we need it. Many people feel Chicago is too dangerous right now anyway. Can you please see about a train going to Indianapolis, at least with more decent times of arrival and departure. Thank you.	See Master Response #22 regarding the need for the Project. The route to Indianapolis is an Amtrak route, which is outside the scope of this Project and NICTD's purview.
119	Dudek	Aaron	Comment Form (One Region)	• Support	IN SUPPORT.	See Master Response #26 regarding support for the Project.
120	Dudek	Jayne	Comment Form (One Region)	• Support	In support	See Master Response #26 regarding support for the Project.
121	Dunn	Donna	Comment Form	• Purpose and Need	The same people that promised jobs and economic development with the airport are now promising the same thing with this train! What happened to our airport development? If TOD is so wonderful why not develop our current stations? South Shore ridership is down year over year – how does lower ridership justify spending all this money? The current Gary station had no platform and is about 1 miles from airport- is this going to change? It current takes 44 minutes to get to Chicago from Hammond – but to get from Dyer to Chicago in 47 minutes!??? How is that possible!??	See Master Response #33 regarding ridership. See Master Response #22 regarding the need for the Project. Table 3.2-2 in the DEIS provides the comparison of driving time from proposed stations in each alternative to Millennium

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						Station with the DEIS NEPA Preferred Alternative time. The table shows that it would take 59 minutes to drive from the existing SSL Hammond Station to Millennium Station and 30 minutes to use the existing commuter rail service. To drive from the Munster/Dyer Main Street Station to Millennium Station would require 86 minutes and 67 minutes to drive from the Munster/Dyer Main Street Station to the existing SSL Hammond Station and then use the existing commuter rail service. With the Project, the time required from Hammond Gateway to Millennium Station would drop to 29 minutes and from Munster/Dyer Main Street to Millennium Station would require 47 minutes which would be a 39 minute savings over driving and a 20 minute savings over the No Build Alternative from the Town of Dyer.
122	Eanes	Pam	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Property Acquisitions 	I like the Fisher location for the Munster station better than the Ridge location. I don't want a train station in my back yard. If the station is going in on Ridge I hope the houses on Harrison Ave will be bought out. The Fisher location would not displace any residences.	<p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. The Fisher area was evaluated in a preliminary review and eliminated because of extensive utility conflicts and planned development in the area. As the preliminary design progresses, the final location and configuration of stations would be refined. The Project would seek opportunities to mitigate impacts to the neighborhood and reduce the number of property acquisitions required for the Project as much as possible.</p>
123	Eanes	Pam	Email	<ul style="list-style-type: none"> • Property Acquisitions 	I would like to know if my property is in the proposed by out section?	<p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. The property at 8416 Harrison Avenue, Munster, IN, is no longer impacted.</p>
124	Eanes	Pam	Online Comment Form	<ul style="list-style-type: none"> • Public Involvement/NEPA Process, Alternatives • Property Acquisitions, 	<p>I am concerned about the parking lot for the train station being in my back yard. On Page 4-33 of the DEIS you state "Parking for the Munster Ridge Road Station would require acquisition of a cluster of 18 single-family homes at the end of Garfield Avenue, which would have a direct but limited effect on neighborhood cohesion due the abundance of homes in the neighborhood. Station parking would create localized noise, traffic, safety, light, and glare impacts, which would affect nearby housing."</p> <p>Due to the fact that NICTD already is aware of the direct adverse conditions and hardships placed on the 18 homes that surround the parking lot. Noise, traffic, safety, light and glare impacts on my property. This will lower my property values and diminish my quality of life. I want to know how you are correcting the adverse conditions being placed on my person and property. If the adverse conditions cannot be corrected I demand NICTD acquire my property.</p>	<p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #16 regarding the public outreach program.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the Project. The property at 8416 Harrison Avenue,</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					We never were contacted or had any opportunity to have the train station relocated. Once we found out it was going to be in our backyards we were told it's a done deal. Nobody from the Town of Munster or NICTD contacted us by phone or mail, and we are in close proximity to the proposed station. Other areas were represented in strategic planning but not ours. Other areas had town resolutions stating their desired locations but not ours. NICTD has told us the Town of Munster wants the station at Ridge and Harrison. The Town of Munster tells us it's NICTD that wants the station on Ridge Rd. Everybody is pointing the finger but we are the ones getting the station shoved down our throats. We are the only ones having a station being put in the middle of a neighborhood.	Munster, Indiana, would no longer be impacted.
125	Englert	Mike and Sharon	Online Comment Form	• Support	We are strongly in support of this critical infrastructure project to link NWI with Chicago by rail. This will lead to much needed commercial development and will boost our home values as we improve accessibility to Munster, Dyer and surrounding communities to people who work in Chicago. When we moved here four years ago, one of the major factors that influenced us was the West Lake Rail project. We moved here from the far northwest suburbs of Chicago (Bartlett), illustrating the point that this rail project will attract more higher income residents to this area.	See Master Response #26 regarding support for the Project.
126	Ennis	Heather	Online Comment Form	• Support	This is a great project and long overdue. We look forward to better connectivity with the city of Chicago and the opportunity that will bring for the region.	See Master Response #26 regarding support for the Project.
127	Erickson	Judith	Online Comment Form	• Roadway Connectivity to Subdivisions	Please DON'T exit the parking lot south into Dyer. As depicted on the map, using a round about, a large portion of traffic would head south on Seminary Drive into established local streets with neighborhood homes. This is particularly destructive to the homeowners along Seminary Drive and thru all the homes with kids. Traffic will jam up where Seminary intersects Sheffield Ave. People will find creative ways to bypass the traffic at the Main St intersection. Please don't destroy our neighborhood. The noise and mess will be bad enough.	See Master Response #31 regarding traffic and connections to subdivisions.
128	Falc Jr	Pio	Comment Form	• Support	Support public transportation; much needed!	See Master Response #26 regarding support for the Project.
129	Fies	James	Email	• Purpose and Need • Property Acquisitions	I was more in favor of this project when I assumed that the tracks would simple use the tracks already in existence. I now learn that a whole lot of property owners are in jeopardy of losing some or all of their property. This whole plan seems to be very very expensive for only 8 miles. If someone wants to use the train, driving 8 miles further does not seem to be a major set back. Building a large multi-level parking facility next to the current stations for a lot less money to hold more vehicles would increase ridership without disrupting so many property owners. The towns where this proposed route is planned are already grown. Again people drive more than 8 miles to shop, to go to church, to eat, to do many things. This is another example of government waste.	See Master Response #22 regarding the need for the Project.
130	Flanagan	Jodi	Email	• Noise/Vibration	Thank you for the opportunity to respond to the study findings and proposals. I have read through the recommendations and information posted online. As a resident directly east of the proposed south Hammond station, my main concern continues to be noise even though the study is indicating that the noise impact could be minimal if all the sound negating options are used. I would like to voice my opinion that we DO want the special situation opt out horn exemptions to be requested or at a minimum the crossing horns where the sound is directed just to the traffic at the crossings at 173rd and 165th St. since the study indicated a 1/4 mile sound radius for the regular train horns. If that is an option for trains entering and leaving the platform behind our house that would be desired as well if they sound horns on arrival and departure. We are in favor of the walls to reduce neighborhood noise.	See Master Response #18 regarding noise impacts and the use of Quiet Zones.
131	Flores	Anna	Online Comment	• Alternatives • Roadway Connectivity to	As a resident of the Meadows subdivision in Dyer, I recognize the importance of a transit system, but I do not feel that our subdivision should be surrounded by a parking lot and a layover yard to make this happen. My preference is that the train station should be constructed East of the existing train line and that the	See Master Response #2 regarding visual impacts. See Master Response #31 regarding connectivity of the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form	Subdivisions • Aesthetics/Visual	layover/welfare facility not convert our community entrance into an industrial tract. Also, there should be NO curb cutting into our subdivision for access to the proposed parking lot and the visibility of the station from our homes should be minimized.	Meadows Subdivision. The Project tracks are currently proposed on the east side of the CSX track in the Munster/Dyer Main Street Station area.
132	Fritz	Deborah	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Safety/Security • Property Acquisitions • Transit Oriented Development • Neighborhoods/Quality of Life 	<p>Purchased home in Dyer, IN knowing there was no train. Moved from a heavily taxed area with public transportation - trains/buses produced IN THE RED \$ results. Our town will not be able to bear the burden without increasing our taxes, adding additional fees, our county increasing COIT percentage take, or levying impact fees (PAGE 18 - STIF). The DEIS (Reference THREE (3) and Tables) Traffic Sec. 3.5-1, 3.5-2, 3.5-3, 3.5.5 shows possible (your guess) reconfiguration of roadways, adding traffic control lights near the NorthGate subdivision. These folks will suffer the consequences of their quiet subdivision being used as a route to the train. I feel their quality of life will be diminished. The taking of 11 homes is wrong. Their homes being taken should NEVER have been an option for this project. In my opinion, the Meadows Subdivision and the subdivision in Munster just north of the Meadows will also suffer displacement, quality of life issues due to noise, increased traffic, etc. Safety is also my major concern. With proposed (your guess) influx of commuters/autos, on our already congested roads will become a nightmare. For Fire, Ambulance, and Police SECONDS/MINUTES COUNT! I feel my town's safety will be compromised by this project. Road repair due to increased traffic will be another burden of the Town of Dyer and its taxpayers. The Taking of 11 homes for this eventual BOONDOGGLE MONEY SUCKER is wrong for our town. Our Town Council Members, in my opinion, did not make a responsible decision when voting to give 15% of our COIT money to this project without being able to know the impact. In my opinion, the method used to convince them to contribute borders on extortion or coercion. Next we were confronted with the TOD. In my opinion, a TOD does not FIT with our town image or a train layover area. Most residents own homes with yards - that's the draw to Dyer - no cluttered, multi-use, stacked housing. Should the train actually happen, I and many others will be moving. You will have a new "transformed" DYER. The amount of money being spent for so few and such a short distance is ridiculous, considering we are on an ANTIQUATED LINE (THE SOUTH SHORE), and you will be adding OLD refurbished cars. What a Joke! Foreign countries have bullet trains ... this is what we get for MILLIONS OF OUR TAX DOLLARS? No thanks, this is not a good deal for Dyer.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #24 regarding safety of local residents and emergency response plans.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
133	Gaffigan	Mitch	Email	• Support	Great Project – I believe. Want to help from what a bank can do.	See Master Response #26 regarding support for the Project.
134	Galbreath	Vanessa	Comment Form(One Region)	• Support	Would be a plus for everyone using public transportation. Easier access for students to get to Chicago.	See Master Response #26 regarding support for the Project.
135	Galka	Kaitlyn	Comment Form	<ul style="list-style-type: none"> • Support • Automobile Traffic 	I live near where the extension is going to be. How big is the station going to be? Will this cause more traffic? Looking forward to it being closer!	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>Project design is currently at a preliminary phase and station design may change as the design develops, particularly as the Project seeks to minimize impacts.</p>
136	Garcia	Isabel	Comment Form	• Support	Very convenient location for me. A lot closer to my house.	See Master Response #26 regarding support for the Project.
137	Garcia	Victoria	Email	• Support	I support Hammond Option 2. I believe this project will have a positive impact on Lake County.	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
138	Garza	Gabrina	Online Comment Form	<ul style="list-style-type: none"> • Alternatives 	I am opposed to a train station at Manor and Ridge Rd	See Master Response #8 regarding station locations.
139	Garza	Katherine	Online Comment Form	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Acquisitions • Transit Oriented Development 	I am not sure whether I support the train extension or not. There has not been much information provided to the public yet which is my greatest concern. I am against demolishing existing homes and neighborhoods to build the train and the TOD. I am also against any TOD that doesn't fit in naturally with its surroundings. I think a TOD which would provide a nice downtown area with local shops and restaurants would be best. No large chains or hotels should be a part of the area. A housing component would be ok, but I am against any high rise rental unit or development. I think owned townhomes would be the appropriate way to go given the neighborhoods surrounding these areas. It would be great to see more information on the project sooner rather than later.	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
140	Gescheidler	Patty	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Neighborhoods/Quality of Life 	Reason I bought here because quiet & access for residents One way in & out. Would ruin the safe quiet neighborhood. SAD	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
141	Gessen	Cynthia Vander	Email	<ul style="list-style-type: none"> • Support 	This comment is a duplicate of Comment 33P received from the One Region compilation. Except for college I've lived in a 1 ½ mile radius in Highland, IN! We need this!	<p>This response is a duplicate of Comment 33P received from the One Region Compilation.</p> <p>See Master Response #26 regarding support for the Project.</p>
142	Goldman	Carol	Comment Form (One Region)	<ul style="list-style-type: none"> • Support • Automobile Traffic 	I am very pleased with the West Lake Project. My only concern is what the impact on Ridge Road would be. Would the train while boarding be closing Ridge Road?	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Figure 3.6-4 in the FEIS for the Munster Ridge Road Station layout.</p> <p>Appendix E of the FEIS is the Engineering Drawings for the West Lake Corridor Project which displays the Project proximity to Ridge Road.</p>
143	Goldman	Robin	Online Comment Form	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Other 	I may not be able to attend the upcoming meeting. Will there be architectural renderings at to what the new station would look like and the exact location of each station. I live 1 1/2 blocks from current station in Hammond, was told NICTD has plans to move the new station across from the old one to Sheffield & Goslin. I live on 143rd & Sheffield. It would be nice to see architects drawings online	The DEIS and appendices, the FEIS and appendices, as well as additional Project information are available on the Project website at: www.nictdwestlake.com . In addition, the Project has an interactive map that shows the alignment on an aerial map. This map will be updated as the Project alignment and footprint develops throughout later stages of design. Renderings will also be posted as they are prepared.
144	Gonzalez	David	Email	<ul style="list-style-type: none"> • Alternatives • Roadway Connectivity to Subdivisions • Transit Oriented Development 	Hello. My name is David Gonzalez and I live at 109 Cardinal Ct. in Dyer, IN. I live in the Meadows subdivision. I recently received you flyer asking of my concerns or opposition to plans connecting my subdivision (specifically Seminary Dr.), to any of the proposed train station parking lots. I am strongly opposed to any plans to connect Seminary Dr., or any other street in my subdivision, to the proposed plans. As a matter of fact, I am opposed to the train station period! I do have a question. A neighbor said that by having a Dyer train station at the proposed locations, there would have to be low income housing in the area. Is that true? If so, what are the specifics regarding this requirement?	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #31 regarding traffic and connectivity of Seminary Drive.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Thank you, and I look forward to your response either by email or I can be reached at (219) 712-3645.	See Master Response #32 regarding affordable housing.
145	Graham	Terry	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Noise/Vibration • Recreational Resources/Section 4(f) 	My home of 30 years will be 50-100 feet from the tracks. Noise, vibration, decreased property value. Of course I'm opposed. Lots of people and families with little ones use the Monon bike trail between 165th & 173rd, and although it will still be there, being 10 ft. from a train will certainly lower its appeal. I also doubt that ridership will increase enough to warrant the cost. Most riders from south of Hammond will be happy for the convenience, but would likely be riders whether they boarded at Dyer or drove to Hammond or E. Chgo. Also, please tell how many trains will go past my home per day. Your brochure shows 12 trips for weekday peak. I live at Fernwood (1 block N of 169th) and Lyman. 6 southbound trains and 6 northbound, or 12 S/B and 12 N/B? Also, some 20 yrs. ago I created and maintain a large garden next to the bike path. Passers-by regularly tell me how much they enjoy it, and several times I have seen families use it as a backdrop for their photos. Can I arrange for the garden to be protected?	<p>See Master Response #9 regarding bike/pedestrian trails.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>The existing garden is partially within the current Project footprint. Design is at a preliminary phase and specific impacts to the garden are unknown at this time; however, it is the intent of the Project to avoid the garden, if feasible. The current engineering plans are included as Appendix E of the FEIS.</p>
146	Gross	Peggy	Email	<ul style="list-style-type: none"> • Other 	What was your projected ridership in 2000 for 2016?	<p>See Master Response #33 regarding future ridership projections.</p> <p>NICTD reviewed its files and found no 2000 projection for 2016.</p>
147	Grubish	Joe	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I am not in favor of bringing traffic into my subdivision. Seminary drive is not an option for use to enter a parking lot. Protect the children and the neighborhood.	See Master Response #31 regarding traffic and connections to subdivisions.
148	Hanas	Terry	Online Comment Form	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Roadway Connectivity to Subdivisions 	East or East1 is acceptable, anything that does not involve Seminary Dr. Hammond and Cal City had battles over Stateline. They built a wall! At the very least, speed bumps should be put in. What % of money will Dyer or Munster receive?	<p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #31 regarding connectivity of Seminary Drive.</p>
149	Hand	Kelly	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I live in the West Lakes subdivision where there is talk of making Margo Ln a thru street for the upcoming station. In all the time I have lived here I have always wanted Margo to go thru or to at least have more than one way in and out of the subdivision.	<p>See Master Response #31 regarding connectivity of Margo Lane.</p> <p>This option has been removed from the Project; therefore, Margo Lane would not become a through-street.</p>
150	Hansen	Cathi	Online Comment Form	<ul style="list-style-type: none"> • None 	Blank	No response due to blank entry.
151	Haro	Jaclyn	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	My family and I will never use the trains, we do not want them in our community!!!!!!!!!!!!	See Master Response #19 regarding opposition to the Project.
152	Haydell	Dani	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	I think this is such a wonderful opportunity for Northwest Indiana!	See Master Response #26 regarding support of the Project.
153	Hayes	Mikayla	Comment Form	<ul style="list-style-type: none"> • Other 	Why isn't there going to be a track in Highland	The Monon Railroad corridor was jointly acquired in 1993 by the City of Hammond, the Town of Munster, and NICTD for

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			(One Region)			the purposes of extending the South Shore Line (SSL) and implementing a multi-modal corridor. Highland is outside the Project Area and Monon Trail alignment.
154	Heggi	Kevin	Online Comment Form	• Support	quit talking, start laying track....I have waited for this since the 70's....it is embarrassing that it takes an implausible amount of time for a government project to begin let alone complete.	See Master Response #26 regarding support of the Project.
155	Hendron	Shane	Email	• Support	To whom it may concern, I am very much in favor of the south shore expansion to Dyer and honestly I don't understand why anyone would be against it since ultimately it will bring a lot of money to northwest Indiana. I am a police officer in northwest Indiana and do not believe the train will bring any added crime or problems to the area, instead, it will allow people an easier commute to Chicago to make Chicago wages they will spend here in NWI! Beyond that, it will attract businesses and force NWI wages to go up to retain employees who may now be tempted to commute to Chicago. I'm closing, I hope the Dyer rail happens.	See Master Response #26 regarding support of the Project.
156	Hernandez	Kathleen	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Purpose and Need • Alternatives • Automobile Traffic • Safety/Security • Property Values • Water Resources 	<p>I am against this extension for many reasons. The plan is to have 32 trains a day running through my back yard. What kind of damage will that do to our physical homes? Our property values will drop approximately 20% due to this intrusion. Many seniors live along the affected area, and we will lose money and not be able to sell our homes.</p> <p>The traffic is already extremely bad, and this will make it nearly impossible to exit our street during your rush hours. We already have people speeding down our street using it as a shortcut; how much worse will it get with 500 cars a day racing to leave the area? Ridge Road will be completely blocked.</p> <p>The drainage in my backyard is already bad, because you have not maintained the property. How much worse will it be? What are you planning to do about the possums and raccoons (and who knows what else) that are living there? They will end up trying to invade our homes when they are driven out of the wooded area.</p> <p>What about crime? You already have problems in Hammond and East Chicago; are you going to have security at the lots and our neighborhood 24/7? There is no reason to put a large train station in a 100% residential neighborhood, let alone one that is only a few miles from the next one. The station you will be building in Munster will be used by Illinois residents, not Munster residents.</p> <p>The cost is not justified. \$600 million to build and \$14 million a year to run 7 miles for what you say will be 7,000 weekly riders in 20 years (which I equate to 3,500 people round trip, 700 a day). To bring in the crime and the destruction of our peace for that small number of riders is not sensible.</p> <p>Munster officials seem to think this will bring business into the area; speaking as a person who commuted for 20 years, I can tell you that that is not true. A commuter gets off the train, gets in their car, and gets out as quick as they can. You don't hand around the town shopping.</p> <p>This will be a horrible idea for Munster and I oppose it completely.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #18 regarding vibration from construction activities. See Master Response #8 regarding station locations.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #22 regarding the need for the Project.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #29 regarding traffic impacts.</p> <p>See Master Response #30 regarding stormwater controls.</p>
157	Heymann	Tova	Email	• Roadway Connectivity to Subdivisions	I am a resident of the Meadows subdivision in Dyer, IN. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.	See Master Response #31 regarding traffic and connections to subdivisions.
158	Higgason	Melissa	Online Comment Form	• Roadway Connectivity to Subdivisions	I do not support the opening of Margo lane to the train parking that is proposed at the end of West Lakes subdivision. The through traffic will be hazardous to children in the neighborhood on a road that is already travelled on at dangerous speeds. In addition, the traffic and congestion will hinder residents' ability to enter and exit the subdivision as there is already significant construction without the neighborhood being open to through traffic. I oppose the opening of West Lakes subdivision to train parking/through traffic.	See Master Response #31 regarding traffic and connections to subdivisions.
159	Hoopq	Christy and	Online	• Oppose	We believe that the project is much too intrusive on the Town of Munster. The vast amount of homes that are	See Master Response #19 regarding opposition to the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
		William	Comment Form	<ul style="list-style-type: none"> Property Acquisitions Neighborhoods/Quality of Life 	"proposed" to be "repurchased" is terribly destructive. A large portion of the homes to be taken are in the newest parts of Munster, some of the only areas that are available for new construction. The overhead lines, rail yard and huge parking lot will completely destroy the neighborhood feel of the Town as well and ruin the aesthetics. Basically, this will turn Munster into an extension of Hammond. It will bring a transient presence to neighborhoods that are primarily family residential. Further, 47 minutes to downtown is no improvement on the drive, especially if you work on the west side of the city. TERRIBLE IDEA for Munster residents.	Project. See Master Response #15 regarding neighborhood impacts. See Master Response #20 regarding property acquisition/relocation.
160	Huerter	Brenda	Email	<ul style="list-style-type: none"> Support 	I'm excited to see it happen!	See Master Response #26 regarding support for the Project.
161	Huerter	Cy	Email	<ul style="list-style-type: none"> Alternatives 	Trains were state of the art, 150 years ago. By the time you plan to run the first train, car and trucks will be driving themselves! Use your money planned for the train to build and improve more roads. For example, extend Cline Ave. from the Borman South to the proposed I-65 by pass.	See Master Response #7 regarding alternatives to commuter rail.
162	Huffman	Robert	Email	<ul style="list-style-type: none"> Support 	(1) The Hammond Alternative is much to be preferred. I agree with SSL CEO Andrew Fox and Hammond Mayor Thomas McDermott. The presence of the Hammond Gateway station would make intra-Indiana travel from Dyer and Munster to the Dunes and points east more attractive. Inclusion of an elevated crossing of 45th Avenue and the CSX tracks is strongly preferred. The DEIS effectively presents the case for this option.	See Master Response #26 regarding support for the Project.
163	Huffman	Robert	Email	<ul style="list-style-type: none"> Hazardous Materials 	(2) The Hammond Alternative will build the railroad through an old part of the City of Hammond known to be contaminated by over a century of industrial use, including many toxic and carcinogenic materials. In particular the Manufactured Gas Plant owned by NIPSCO is presently under remediation. The Hammond Department of Environmental Management is well aware of this site and many others. Excavation for supporting structures must proceed carefully and be prepared to encounter these wastes. This will in all probability elevate costs and extend the time required for construction. An unusually generous contingency budget item and time schedule should be included in anticipation of these events.	Thank you for your comment. NICTD is working with the Northern Indiana Public Service Company (NIPSCO), the City of Hammond, and Indiana Department of Environmental Management (IDEM) regarding future development on this property. A Phase II investigation has already been performed at the proposed pier locations to quantify the level of contamination present. The results of the investigation would be incorporated into future design consideration and planning at this site. Coordination with NIPSCO and IDEM would also continue to ensure onsite contamination is properly addressed and mitigated.
164	Huffman	Robert	Email	<ul style="list-style-type: none"> Cultural Resources/Section 106/Section/6(f) 	(3) The presence of an old family farm along the east side of the Monon right-of-way and south of South Street was overlooked by the DEIS. The Munster Historical society has been eager to preserve this farm. The DEIS shows the property will be needed for a parking area for the Munster station. If this location is vital to the project an effort should be made to preserve and possibly relocate the buildings to the extent feasible.	See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the Project.
165	Huffman	Robert	Email	<ul style="list-style-type: none"> Roadway 	(4) Many public officials on both sides of the State Line have long desired to connect Main Street in Dyer and Munster with Joe Orr Road in Lynwood. Option 2 of the Hammond Alternative would include a new tunnel under the CSX railroad connecting only to a parking lot. This would make a road connection to Illinois easier. In addition, the citizens of Lansing, Lynwood and other Illinois communities will undoubtedly become customers of NICTD. In the absence of such a connection the Project will contribute to the already substantial traffic on US 30 in Dyer and Ridge Road in Munster.	An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road.
166	Huffman	Robert	Email	<ul style="list-style-type: none"> Bicycle/Pedestrian 	(5) The mention of the small tunnel under the railroad at Belden Place in Munster is noted with approval. Built long ago it is used by school children and the occasional adult cyclist. A suitable replacement is strongly encouraged.	See Master Response #9 regarding existing bicycle and pedestrian trails.
167	Huffman	Robert	Email	<ul style="list-style-type: none"> Bicycle/Pedestrian 	(6) The DEIS shows a possible parking area north of Ridge Road in Munster. If this is selected a pedestrian	Thank you for your comment. It is noted for the record.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					overpass is strongly encouraged. This feature is commonly included at other commuter rail stations, industrial parking lots and even schools. It should be enclosed to protect users from rain, wind and ice.	
168	Huffman	Robert	Email	• Bicycle/Pedestrian	(7) There is at present an on-demand traffic signal for cyclists at Ridge Road for the Monon Trail. Presumably a similar system will be included if the trail is relocated. The signal should be tied in to the signals for the railroad crossing so that bicyclists will clearly be able to cross Ridge Road while traffic is stopped for the trains. Although there is no such signal presently at 173rd Street it is recommended that a similar coordinated signal be installed at this crossing as well.	See Master Response #9 regarding existing bicycle and pedestrian trails.
169	Huffman	Robert	Email	• Bicycle/Pedestrian	(8) The DEIS calls for the Monon Trail bridge over the Little Calumet River to be relocated. The bridge should be moved to the north side of the Borman Expressway. The original plans for the Little Calumet River flood control project authorized in 1976 included a trail complete to Hohman Avenue, which cannot be accomplished by the present location of the Monon Trail bridge. That authorization, called "Plan 3A" in the law, is still in effect as the authorization for the flood project. If the bridge is placed on the north side of the Borman the Little Calumet River Trail can be completed. The Monon Trail can then be connected to Munster by building a trail under the Borman Expressway on the west side of the river. A similar approach was used by the City of Hammond to build a bike trail along 112th Street under the Indiana Toll Road and it is quite successful.	See Master Response #9 regarding existing bicycle and pedestrian trails. The Build Alternative would relocate the existing Monon Trail pedestrian bridge crossing over the Little Calumet River and build a new rail bridge at the location of the former Monon Railroad bridge. NICTD is coordinating with the U.S. Army Corps of Engineers and Little Calumet River Basin Commission on this effort. A trail connection would be completed from 173rd Street south to the Little Calumet Trail on the east side of the Project tracks.
170	Huffman	Robert	Email	• Other	(9) The IHB Alternative includes a railroad bridge over the CSX railroad at the same location that a bridge going north and south over State Street and the railroads north of State Street is planned for the Burnham Greenway. The DEIS suggests the bike trail bridge be "located over the elevated track for the Project service." That would place such a bridge at a preposterously high elevation, greatly increasing the length of the ramps and the costs of the structure. It could very well place the structure, and its users, in an unsafe proximity to the Commonwealth Edison transmission lines.	The IHB Alternative was not selected as the FEIS Preferred Alternative. As discussed in Sections 3.4.4 and 7.5.9 of the FEIS, there are plans by others to connect the two sections of the Burnham Greenway, filling the gap between the IHB/CSX railroad crossing in Burnham and the South Shore Line (SSL) in Hegewisch. The FEIS Preferred Alternative would avoid long-term effects on the Burnham Greenway and does not include plans to bridge the gap.
171	Huffman	Robert	Email	• Bicycle/Pedestrian	(10) The DEIS notes that the proposed railroad intersects the future route of the Pennsy Greenway and a "bridge or culvert" would be installed at this juncture. As a longtime cycling enthusiast and supporter of the Pennsy Greenway I was pleased to see this. However, after giving this some thought I have decided that personally I would rather not have a separated grade crossing. While a case could be made for a bridge or a tunnel I don't think the cost is justified by the minimal amount of time that the crossing would be blocked by the trains. The trail would be blocked for one or two minutes 5 or 6 times a day in each direction. We can wait that long. In summer I frequently ride down Johnson Ave in Hammond, and occasionally I am stopped by a South Shore Train. By the time I take a couple of drinks of water the train is gone. I don't find it to be much of an inconvenience. The DEIS shows an elevated section going almost all the way to Fisher Street, almost 2000 feet from the CSX tracks. The ramp does not need to be that long. The SSL tracks are elevated at Ash Street in Hammond and are back to grade one block east of Calumet Avenue, only 1000 feet from Ash Street. The Pennsy Greenway crossing is 1300 feet north of the CSX. Even if the railroad were a few feet above grade at this point it would make more sense to elevate the trail than build a tunnel. This area is historically wet and a tunnel would require a drainage system, pump and a discharge line to some lower ditch, all of which would require maintenance.	See Master Responses #11 regarding bicycle and pedestrian safety. See Master Response #24 regarding general safety and security. Neither pedestrians nor bicycles would be allowed to cross the tracks unless the crossing has gates. The alignment is about 12 feet off the ground and would allow for a tunnel to be built.
172	Huffman	Robert	Email	• Bicycle/Pedestrian	(11) Schererville plans to build their section of the Pennsy Greenway within the next year or two. The crossing at Main Street is expected to be challenging due to the present volume of traffic on this street. The increased traffic caused by the West Lake Corridor will degrade this crossing from challenging to dangerous. The	This intersection lies outside the Project's area of potential effects.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					presence of a partially elevated street and a nearby drainage ditch far below grade makes a tunnel for the bike trail feasible at this location. Funds proposed for a tunnel for the bike trail at the railroad would be better spent at this location.	
173	Hunt	Kevin	Online Comment Form	• Support	I would like to see the railroad move forward. The time traveling down Calumet Ave and Indianapolis Blvd to the Hammond or East Chicago Stations has increased with traffic congestion. As travel time to/from the train station has increased coupled with poor parking options, it has limited the viability of the train as a transportation alternative.	See Master Response #26 regarding support for the Project.
174	Hunter	Ronald	Online Comment Form	• Water Resources	Storm water management will be needed all along and within the corridor. Please consider sub-surface storage (under parking lots for example) with very low release rates for the Munster Dyer segment of the corridor. Use the minimum of properties required for acquisition as flood water management by sub surface storage. Flooding issues remain a problem in these communities. Water quantity and quality should be considered. Silva cells use throughout the corridor may be advantageous both for storm water quantity and quality management.	See Master Response #30 regarding stormwater controls.
175	Iwema	Jeanne	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Property Values • Neighborhoods/Quality of Life 	The people in my neighborhood called The Meadows of Dyer currently enjoy a quiet, peaceful neighborhood. We don't have through streets going through the neighborhood. We don't want our neighborhood connecting to a train station parking lot or Main Street. That would make our neighborhood noisy, less safe, and clogged with traffic. I paid extra for my lot so that I could enjoy a private home that borders a field with no neighbors behind me. Your proposal is to park trains behind my home. I don't want trains parked behind my home for many reasons: increased noise, decreased privacy, instead of looking out our backyard on a field I would be looking at trains, and most importantly my home value would drastically decrease. People would much rather buy a home on a field than a home with a bunch of trains parked behind it. My home is my biggest investment and you would be taking money out of my pocket in addition to raising my taxes to help pay for something that is going to be detrimental to me.	<p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #31 regarding connectivity of the Meadows Subdivision.</p> <p>The Layover Facility previously proposed for the Munster/Dyer Main Street Station has been moved to the City of Hammond alongside the Maintenance Facility. The southwest corner of Main Street at Sheridan Road would still need to be acquired for the project, but would include ADA parking, a "Kiss-and-Ride" facility, water detention, and a power substation.</p>
176	Jablonski	Dennis	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Automobile Traffic, 	I feel there is no need for a train station at Ridge Rd in Munster. Traffic is so congested in Town the way it is now, not to add 300-400 more cars. Make the Dyer station adequate to handle all of the commuters and keep the traffic away from that area.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
177	Jablonski	Maureen	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Alternatives • Automobile Traffic 	I am not in favor of train. It will bring too much congestion at am & pm rush hours. Already too congested! There will be more noise to a nice quiet neighborhood. Munster train station terrible idea!	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station locations.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
178	Jackson	Keturah	Comment Form (One Region)	• Socioeconomics	Will you make sure that local union workers are on job sites and have community workers that are qualified have jobs.	Selection of construction contractors would be qualifications based and local firms would be encouraged to participate in the selection process. NICTD would encourage the selected contractors to explore the use of local workforce for the construction of the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
179	Johns	Paula	Online Comment Form	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Noise/Vibration • Safety/Security • Aesthetics/Visual • Property Acquisitions • Water Resources • Air Quality 	<p>1. SOURCE -EPA DOC 3PA-420-F-14-044 -NEAR ROADWAY AIR POLLUTION SOURCE -EPA -100-R-15-001 BEST PRACTICES FOR REDUCING NEAR-ROAD POLLUTION EXPOSURE AT SCHOOLS. SOURCE-EPA-456/F-14-002 AIR QUALITY INDEX</p> <p>2. SAFETY OF OUR SCHOOL CHILDREN AND PEDESTRIAN TRAFFIC</p> <p>3. NOISE POLLUTION- NOISE EFFECTS HANDBOOK EPA 500-9-82-106 A DESK REFERENCE TO HEALTH & WELFARE EFFECTS OF NOISE What is the most pervasive environmental noise source and how many people are exposed to it? Urban traffic is by far the most pervasive outdoor residential noise source, although aircraft noise is a significant source as well. Over 96 million persons are estimated to be exposed, in and around their homes, to undesirably high traffic noise levels exceeding Ldn > 55 dB.</p> <p>4. INCREASE OF WATER POLLUTION & FLOODING SOURCE EPA-841-F-03-003 Protecting Water Quality from Urban Runoff. Clean water is everybody's business</p> <p>5. DISPLACEMENT OF HOUSES AND PROPERTY RIGHTS OF RESIDENTS</p> <p>6. PROPERTY TAXES AND OTHER TAXES WILL GO UP. ALSO OTHER COSTS GO HAVE GONE UP AS A RESULT. Young families already struggle with, recently assessed Wheel Tax, and water, sanitary and stormwater Rates being raised dramatically.</p> <p>7. VISUAL POLLUTION WITH A TRAIN MAINTENANCE FACILITY IN A RESIDENTIAL NEIGHBORHOOD- SOURCE- INDIANA CITIZEN PLANNERS MANUAL</p> <p>8. VIBRATION POLLUTION TO NEIGBORING RESIDENTIAL HOUSING AND NURSING HOME. SOURCE THE DEIS, DRAFT OF ENVIROMENT IMPACT STUDY Can cause stress and sleep disturbances to residents sleeping in close proximity.</p>	<p>See Master Response #2 regarding visual impacts.</p> <p>See Master Response #3 regarding air quality.</p> <p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #30 regarding stormwater controls.</p>
180	Joranovich	Ned	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	<p>As a current south shore rider I am really excited about the south shore extension. As a homeowner in Munster I am also looking forward to the increase in property values. The south shore extension will make Munster more attractive to prospective home buyers. For the TOD in Munster, I would like a Lou Malnati's pizza at the stop!</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #21 regarding property values.</p>
181	Joranovich	Rosalynn	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	<p>I fully support the West Lakes South Shore extension as it is critical to the economic development of Northwest Indiana and it is positive for the environment. With recent movement of large suburban employers (such as McDonalds) to downtown Chicago, providing strong access to downtown Chicago is critical for Indiana residents to be able to access these types of corporate high-paying jobs. This is the right thing to do for the economy and environment! Thank you South Shore for all your hard work!</p>	<p>See Master Response #26 regarding support for the Project.</p>
182	Jovanovich	Roz	Online Comment Form	<ul style="list-style-type: none"> • Support • Socioeconomics 	<p>Overall, I feel strongly that the extension of the South Shore to Munster/Dyer will help the local community with mobility and access to high-paying jobs. One of strong value premise of the project is that workers from downtown Chicago will be willing to live in areas of Indiana such as Munster and Dyer which currently have relatively poor train access. This premise will only hold true if the schools in places like Munster remain very good. We are told there is a TOD development portion that will be introduced as part of the West Lakes extension, however, prior to the expiration of the public comment period we have not been given any concrete information on the number of multi-family units which will come along with TOD at each of the proposed stations. We have not been told what the targeted unit sizes, unit mix, rent or sell-out prices will be. Therefore, as a community we are not able to properly analyze and comment on the impact the addition of new high- or medium-density residential development will have on our schools. We are unable to ascertain if the added population will be a burden on the school systems. We are unable to ascertain or comment if the socio-economic impacts of a proposed development will likely impact school performance in the future. The</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					introduction of the train and/or high- or medium-density development should not come at the expense of negatively impacting school performance. If the strength of the schools decline, the overall economic health of the community will go with it.	
183	Kalka	Patricia	Phone	<ul style="list-style-type: none"> • Oppose • Property Acquisitions 	Opposed to train station and they are concerned about their building being torn down. They are 85 years old and don't want to have to deal with this at their advanced age.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #20 regarding property acquisition.</p>
184	Kane	Denarie	Email	<ul style="list-style-type: none"> • Support • Alternatives 	Hammond alternative #2 makes most sense. Do not support maintenance yard in south (near 173rd) Hammond – would diminish this higher value area of Hammond. I think weekend service is critical and quick travel time is also critical so alternative #2 achieves this best.	<p>Hammond Alternative Option #2 is the FEIS Preferred Alternative, and supports the transportation goals and objectives of the West Lake Corridor Project. The FEIS Preferred Alternative would improve the transportation system by providing the West Lake Corridor with more travel choices and faster travel times between residential areas, major destinations, and employment centers.</p> <p>The South Hammond Maintenance Yard is no longer under consideration.</p>
185	Kang	Sang	Comment Form	<ul style="list-style-type: none"> • Support 	I support this expansion. I hope this will alleviate some of the congestion on US 41, US 30.	See Master Response #26 regarding support for the Project.
186	Kate	Mary	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I am not opposed to the project but I am CERTAINLY opposed with the idea of Margo and the subdivision of Westlakes being a corridor to the entry of the parking lot. Many of us purchased homes here because it is secluded and safe for the MANY children that live here!	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #31 regarding traffic and connectivity to subdivisions.</p>
187	Katz	Judy and Rick	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	Liked what I heard today. Like 2 lines east of Gary. Definitely like the westlake plan. Great website! Need more trains out of Chicago in the evenings!	See Master Response #26 regarding support for the Project.
188	Keefner	Adam	Online Comment Form	<ul style="list-style-type: none"> • Support 	I am for the West Lake Corridor. I live in Munster and believe the extension of the South Shore will bring much to NWI. My wife works downtown and this would save almost 45 minutes on her commute every day. I hope that the right precautions will be taken to accommodate the houses that back up to the train line. I also feel very strongly that there should not be an open thoroughfare from a potential parking lot in the dyer station into the West Lakes community in Munster. People will use Margo Lane as a shortcut and there are too many families that live along that route. I do not like in this neighborhood. Also, I heard there was some reconsidering about having a storage facility at the Dyer location and that the trains may just come down from Hammond in the morning. Obviously if this is a cost effective option it should be considered. Thank you	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding traffic and connections to subdivisions.</p>
189	Kelly	Shawn	Email	<ul style="list-style-type: none"> • Support 	Get it done. It will only improve the quality of life in NWI and strengthen our communities.	See Master Response #26 regarding support for the Project.
190	Kennedy	John	Email	<ul style="list-style-type: none"> • Support 	Great project that promotes "regionalism."	See Master Response #26 regarding support for the Project.
191	Keon	Thomas	Online Comment Form	<ul style="list-style-type: none"> • Support 	This is a very worthy project. The impact of this project is significant to the future of Lake County and the residents of the corridor. My general sense is that this will have a very positive impact on areas that we know will be turning over housing from an aging population to the next generation. As this occurs, it will help keep property values high as interested parties will easily be able to commute to work. Additionally, the traffic flow, which currently is over stressed, could be lightened or could be reduced as the population demographics	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					change. An excellent project.	
192	Kolar	Josh	Online Comment Form	• Roadway Connectivity to Subdivisions	Do NOT let margo be used as a through street or access road for the train station. That would ruin a great kid friendly neighborhood.	See Master Response #31 regarding traffic and connections to subdivisions.
193	Kolar	Rachel	Online Comment Form	• Roadway Connectivity to Subdivisions	As a resident in West Lakes Subdivision with a growing family, I am opposed to Margo Lane being opened up to connect to the parking lot of the munster/dyer station. This would bring an increased traffic flow, majority from IL. I do not want to worry about my children riding their bikes in the neighborhood. I am willing to pay extra to maintain a gated access for West Lakes residents only.	See Master Response #31 regarding traffic and connections to subdivisions.
194	Kolar	Rachel	Comment Form (One Region)	• Roadway Connectivity to Subdivisions	As a West Lakes resident my main concern is a direct access from Margo Ln to train station. I am in strong support of the train, but not of having IL residents or other people use our subdivision to cut through to the train station. Would like to a gated access - I am willing to pay for it.	See Master Response #31 regarding traffic and connections to subdivisions.
195	Konrady	Bernie	Comment Form	• Support	As a native of Gary, Indiana (Lake County), a business owner in Portage, IN (Porter County), and a homeowner in Michigan City, IN (LaPorte County). The West Lake Corridor Project and Double Tracking is a no brainer corridor to Chicago. It will bring people – people build communities – communities bring tax base and business – that brings growth – Growth is the Future. “Build it and they will come”	See Master Response #26 regarding support for the Project.
196	Konrady	Sue	Comment Form	• Support	I fully support the West Lake Corridor Project to help increase the opportunity to commute and travel throughout the region east and west. I also believe this region would fully compete with the Chicago suburbs and enhance the quality of life throughout Northwest Indiana.	See Master Response #26 regarding support for the Project.
197	Kreisl	Chuck	Online Comment Form	• Funding/Taxes/Referendum • General Environmental/Ecological Resources	Retain as much green space as possible at the new Hammond station. Double deck the parking lot instead of much larger footprint with single level parking lot. Have you considered fast-track bus service servicing the NWI-Chgoland corridor? Road infrastructure already in place to accommodate this method of travel. In addition it's much cheaper and less impactful on the environment. In regards to the paying for the train, the pie chart diagram indicated that for the operation/maintenance, 35% would be paid by the users/ticketed passengers and 65% would be paid by the supporting communities. That doesn't seem like a good formula for success. Perhaps it could be the other way around. How come the train cannot be self-supporting? Depending on other sources of revenue for the O/M of the train is a disaster waiting to happen and it could put the train in a very untenable position. Shouldn't those who use the service pay the full freight? Just sayin' and that's my 2 cents.	See Master Response #13 regarding funding/ and taxes. See Master Response #12 regarding green space. See Master Response #7 regarding alternatives to commuter rail.
198	Kubon	Thomas	Online Comment Form	• Support	I currently live and own a rental in the West Lake Corridor Project map. I believe the ease of access for my renters to access a train is invaluable to property value and security for future rental income. My personal home is exactly a mile away from the proposed Munster Ridge Road Station and I will become a new rider. My trip to the current stations are about 15 minutes plus parking and I might as well drive if I'm already investing that time. With having a train within walking distance or within a 5 minute car ride for my family and I, we will become new riders. Finish this extension as quickly as possible.	See Master Response #26 regarding support for the Project.
199	Laim	Roger	Comment Form	• Support	One of the greatest movements in Northwest Indiana. This should have been started in the 1970's.	See Master Response #26 regarding support for the Project.
200	Lambert	Jeff	Online Comment Form	• Automobile Traffic • Roadway Connectivity to Subdivisions	I own a business and work out of my home. I live in West Lakes subdivision. I am very concerned that the extra traffic coming into West Lakes subdivision will destroy my business. Thank you, Jeff Lambert	See Master Response #28 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity of the West

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						Lakes Subdivision.
201	Lambert	Jodi	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	I live in the West Lakes subdivision in Munster. My home of 17 years is directly along the tracks. I would like to know of any impacts the new train line will have on my property. Additionally, will there be a connection to the parking lot through the subdivision (Margo Lane)?	See Master Response #31 regarding support for the Project.
202	Lareau	Cathy	Online Comment Form	<ul style="list-style-type: none"> Oppose Neighborhoods/Quality of Life 	I am opposed to the proposed Dyer/Munster Train Station and Dyer Layover Facility. It will negatively affect the quality of life to the residents within the surrounding area. The proposed station and layover facility will be placed anywhere from approximately 100 feet to 1200 feet of residential homes, nursing homes, retirement villages and parks. These additions will not only bring the repercussions from the trains themselves but also from the enormous increase of vehicle traffic for the expected 3000+ daily ridership. This quiet location in the community, obvious by the developments within the area, is not a fitting location. The negative affect it would have on the quality of life for all those in proximity is as follows:	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #28 regarding traffic congestion in the vicinity of proposed stations.</p>
202A	Lareau	Cathy	Online Comment Form	<ul style="list-style-type: none"> Air Quality 	<p>1) Negative Effects on the Environment</p> <p>A) Air Quality</p> <p>The increased pollutants from grossly increased traffic and increased CO² levels from the locomotives will affect the health of the residents. Studies prove that air pollution from traffic has been linked to many negative health effects, including:</p> <ul style="list-style-type: none"> worsening asthma symptoms asthma development in children lung cancer reduced lung function heart disease increased risk of death from heart conditions <p>Air pollution may worsen symptoms for people with existing heart and lung conditions. Children and elderly are at greatest risk.</p>	See Master Response #3 regarding air quality.
202B	Lareau	Cathy	Online Comment Form	<ul style="list-style-type: none"> Noise/Vibration 	<p>B) Noise Pollution</p> <p>Noise pollution adversely affects the lives of millions of people. Studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity. Noise Induced Hearing Loss (NIHL) is the most common and often discussed health effect, but research has shown that exposure to constant or high levels of noise can cause countless adverse health effects.</p>	See Master Response #18 regarding noise and vibration impacts.
202C	Lareau	Cathy	Online Comment Form	<ul style="list-style-type: none"> Safety/Security 	<p>3) Safety Concerns</p> <p>Drugs are brought in through commuter rails. U.S. Department of Justice / National Intelligence Drug Center put out a report "Lake County High Intensity Drug Trafficking Area Drug Market Analysis 2010". It states:</p> <ul style="list-style-type: none"> The Lake County HIDTA region—located in Northwest Indiana adjacent to the Chicago, Illinois, metropolitan area—serves principally as a distribution area for Chicago-based traffickers. (See Figure 1 on page 2.) Mexican drug trafficking organizations (DTOs) store large quantities of illicit drugs in the urban areas of East Chicago, Gary, and Hammond, Indiana, for regional distribution. In fact, Lake County is evolving into a regional storage area for commercial-grade Mexican marijuana. While some local gang leaders have discouraged members from committing violent acts to intimidate others or enforce territorial boundaries, violence often results from disputes among street gang members over drug distribution territories or during drug and money rip-offs by dealers or buyers. Street gang members increasingly seek firearms and ammunition capable of penetrating body armor and routinely carry handguns during retail drug distribution. Traffickers and abusers routinely use the commuter railway systems that connect Lake County and Chicago to 	See Master Response #23 regarding crime near stations.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					buy and sell illicit drugs. These systems provide numerous daily departures and arrivals between Chicago and the Lake County HIDTA region. Gary's Metro Center Station, in particular, is frequently exploited by traffickers and abusers.	
202D	Lareau	Cathy	Online Comment Form	<ul style="list-style-type: none"> • Neighborhoods/Quality of Life 	In conclusion, I believe that this Munster/Dyer plan has the high probability to negatively affect the quality of life to the residents of Dyer. It is a bedroom community that has achieved favorable statuses as the Top 100 Places to Live in the Country, the 9th Safest Place to Live in the State, and the 15th Best Place for Young Families. Thank you for your careful consideration of my comments.	See Master Response #15 regarding neighborhood impacts and quality of life.
203	Larson	Dennis	Online Comment Form	<ul style="list-style-type: none"> • Property Acquisitions 	Is there a map that shows what property will be affected (a taking) of individual parcels?	<p>See Master Response #20 regarding property acquisition/relocation.</p> <p>The map depicting the proposed full and partial acquisitions is in Appendix A of the <i>Acquisitions and Displacements/Economic Assessment Technical Report</i>, which is in Appendix G3 of the FEIS. Please check the Project website for updates: http://www.nicdwestlake.com/. The website will be continually updated as Project design progresses. NICTD would begin purchase of properties in 2018 and would adhere to state and federal regulations.</p>
204	Lattanzi	Gabriella	Email	<ul style="list-style-type: none"> • Property Acquisitions 	Is there a map available of private property residents that will be impacted as far as relocation is concerned that is available for viewing online?	<p>See Master Response #20 regarding property acquisition/relocation.</p> <p>The map depicting the proposed full and partial acquisitions is in Appendix A of the <i>Acquisitions and Displacements/Economic Assessment Technical Report</i>, which is in Appendix G3 of the FEIS. Please check the Project website for updates: http://www.nicdwestlake.com/. The website will be continually updated as Project design progresses. NICTD would begin purchase of properties in 2018 and would adhere to state and federal regulations.</p>
205	Lawson	Melissa	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Automobile Traffic • Safety/Security 	What efforts will be made to manage traffic along Broadmoor, especially near Eads School? On any given day, it is already difficult to back out of my driveway onto the street because of traffic. Many people currently disregard the stop sign at Jackson. While there is a crossing guard there for the elementary students, there is not for middle and high school students who catch the bus. I have grave concerns about the increased traffic the train will bring with a station right down the street. Will there be an increase in the number of police to manage the new amount of cars? What happened to the " green space " that was promised with the demolition of the Manor housing? Are we sure housing values will increase ...Hammond, Michigan City, and East Chicago don't seem to support this claim. Where can I find an accurate drawing for the Ridge Road station that shows exactly what housing will be impacted? And finally, why does Munster need 2 stations ? Why isn't the station by Margo, where minimal housing disruption is forecasted, enough for our town? Thank you for your time and the opportunity to ask questions.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #24 regarding safety of local residents.</p>
206	Laz	Lazer	Email	<ul style="list-style-type: none"> • Socioeconomics 	Hello, I was wondering if there will be any jobs available for this project as I am very interested in anything that may become available. Please let me know as I would like to get involved in some capacity. I live in the Schererville area, thank you.	Selection of construction contractors would be qualifications based and local firms would be encouraged to participate in the selection process. NICTD would encourage the selected contractors to explore the use of local workforce for the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						construction of the Project.
207	LeVan	Jim	Email	<ul style="list-style-type: none"> • Oppose • Alternatives • Neighborhoods/Quality of Life 	<p>[EXCERPT FROM EMAIL] Dear NICTD West Lake representatives, I am against the project, both adding a rail line down the abandoned Monon line, and adding a station at Ridge Road. As almost a life long resident of that area, my focus is the Munster residential area, from the Little Calumet River to Fisher, along Manor Avenue. It is clear that NICTD is putting my neighborhood in harm's way, through the proposed West Lake Corridor project, and it is little surprise given the reputation of the operation and maintenance of the existing passenger service rail line. Nonetheless, it seems that the opinions from residents don't matter at this point, since the Town of Munster is fully supporting the West Lake project, so I will just add my 2 cents for the record.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Responses #7 regarding alternatives to commuter rail.</p> <p>See Master Response #8 regarding station locations.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
207A	LeVan	Jim	Email	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Public Involvement/NEPA Process • Neighborhoods/Quality of Life 	<p>[EXCERPT FROM EMAIL] Federal funding and EIS process: There are many things wrong with this process and the analysis. To start, this particular EIS process appears to be used as just a small hurdle for Federal funding approval, instead of truly recognizing the impacts. Wasn't a properly documented EIS process made a requirement after the un-checked expansion of the expressways in the 1950's and 1960's destroyed and segregated neighborhoods? This project will do exactly that, destroy and segregate a Munster neighborhood! As a Chicago suburb, Munster has maintained at least some isolation from the surrounding communities, because it is ~not~ a major hub or center of transportation. This has been a valuable asset to the residents. Destroying a Munster neighborhood for this project should be a last resort, however it seems that many levels of government are accepting this and funding this effort. It is clear that lobbyists for communities to the south of Munster have successfully pushed the Munster Board to support a project to destroy one of its historic and proud neighborhoods. This is a blatant misuse of the EIS process, and the residents of this Munster neighborhood will either suffer, or move out...</p>	<p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #16 regarding the NEPA process and public outreach.</p>
207B	LeVan	Jim	Email	<ul style="list-style-type: none"> • Transit Oriented Development • Neighborhoods/Quality of Life 	<p>[EXCERPT FROM EMAIL] TOD: I have seen the term TOD (transit oriented development) used for this case, and again, misleading. That term should normally be used when there is at least active freight traffic, or active commuter traffic, but the existing rail traffic here is non-existent. If the rail traffic was part of the existing transportation system, then a plan may be developed to improve the area surrounding the station to be more commuter friendly. But again, in this case the area is historic and quiet, no trains, no commuters, so applying a TOD means a complete redevelopment, and in this case, destroying a stable Munster neighborhood for the profit of others. Terms like EIS and TOD are apparently being used to gain more federal dollars, while confusing the residents. If this project already a foregone conclusion, then why ask for resident's comments?...</p>	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
207C	LeVan	Jim	Email	<ul style="list-style-type: none"> • Automobile Traffic • Noise/Vibration • Aesthetics/Visual • Neighborhoods/Quality of Life 	<p>[EXCERPT FROM EMAIL] Impacts to Residents: The abandoned Monon rail line is not a good route to bring NICTD to the south to Dyer. The freight railroad has not been used since the 1980's, and the rails were essentially converted to bike trails. Over the past 30 years, or an entire generation, residents have moved into and grown up around a quiet historic neighborhood. The Town's education system is admirable, and the town police have kept the area quite safe. Many seniors, including my father, have built a life in the area, and planned to retire in that quiet neighborhood. The impacts of imposing in a commuter rail line, with the additional parking and traffic, are destructive and irreversible. It is absurd to imply that noise levels will not be mitigated by the short walls proposed along the tracks. The noise will increase, period, for nearby residents and others several blocks away. Using another residential area as an example of NICTD's impacts, the area from the Hammond station to the Hegewisch station has basically looked</p>	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #2 regarding visual impacts.</p> <p>See Master Response #7 regarding other transportation alternatives.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					like a garbage pit for years, and is only now being cleaned up as part of the buy-up for the relocated Hammond station. NICTD should be held responsible to all seniors who will have increased medical conditions over the proposed impacts, the construction impacts, the traffic impacts, and the ultimate decay and mismanagement that will follow. The town would never be the same, and for the worst...	
207D	LeVan	Jim	Email	• Bicycle/Pedestrian	[EXCERPT FROM EMAIL] Impacts to Pedestrians: NICTD is also putting the residents in harm's way by simply adding live trains near the bike path , and on the school route. Part of the town's residents needs to cross the tracks to get to any school, (grade, middle, and high school), and adding live trains increases the risks to non-commuter pedestrians enormously. The "little" tunnel north of Broadmoor (the culvert) is mostly for children west of the tracks to get to Eads Elementary School east of the tracks. It is more-or-less, a safe route to school, which was made safer by the discontinuance of freight trains...	See Master Response #9 regarding existing bicycle and pedestrian trails. See Master Response #11 regarding bicycle and pedestrian safety, fencing, and barriers.
207E	LeVan	Jim	Email	• Automobile Traffic	[EXCERPT FROM EMAIL] Impacts to Traffic: As for traffic impacts, the traffic analysis in the EIS is insufficient . Under current conditions, Ridge Road is already gridlocked in peak hours from Calumet to Hohman Avenue, and NICTD is proposing adding a commuter parking lot right in the middle, at the traffic signal 'couple' at Harrison. Ridge Road is normally backed up in peak times every day now. Adding an active RR crossing and the NICTD parking lot is not feasible as shown, and needs to show further improvements. Given the multiple traffic signals on Ridge Road (from Hohman to Calumet), which are already at capacity, traffic exiting that station at a peak time would just gridlock. And if this is a true multi-modal "TOD" improvement, buses should be added, further blocking traffic. Ridge Road is the major East-West route, with Broadmoor as a grade separated alternate route to the north. Broadmoor will be picking up additional overflow traffic, and should be analyzed at part of the overall traffic impacts. Unfortunately, the Broadmoor and Manor intersection has major geometric restrictions, and may have limitations for improvement. Possible parking is also noted on Manor, where the homes have been recently removed, so Manor may also see increased traffic. The main traffic routes for First Responder vehicles in Munster are along Ridge Road and along Calumet, and both have EVP which may help with gridlocked traffic, but the proposed RR crossing will override the EVP! Broadmoor may become the alternate ambulance crossing to the north, since it is grade separated, but the hospital is to the south, so is out of the way. And Broadmoor may not have clearance for fire trucks. Fisher will have an at-grade crossing, so neither alternate route is ideal...	See Master Response #28 regarding access and street connectivity. See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
207F	LeVan	Jim	Email	• Automobile Traffic	[EXCERPT FROM EMAIL] Impacts to Traffic Signals / Parking Lot: Back in the 70's or 80's, when the Monon line was active, Manor Avenue was split at Ridge Road and did not have a traffic signal. There used to be Munster Lumber between Manor and the RR on the south side of Ridge Road. Once the Munster Lumber property was redeveloped, and Manor Avenue was lined up across Ridge Road, it did not take long for more through traffic to develop, and a traffic signal was added. This basically made a "third" traffic signal in a row, if you count the 2 at Harrison. There are 2 signals at Harrison since that intersection is split. The proposed NICTD parking lot is utilizing the traffic signal for the north leg of Harrison, but this may be a misuse of a split traffic signal. The north leg of Harrison has almost no traffic, most of the traffic comes from the gas station on the south leg, however, there are many access points, so traffic does not queue very much at that signal. The NICTD driveway is shown to have one access on Ridge Road, and Ridge Road as it is (with the many traffic signals) cannot handle that constrained flow of a high traffic generator. There is simply not enough capacity for traffic to dissipate quick enough. Traffic will hit Hohman Avenue to the west, and Calumet to the east, and gridlock. This may also cause queuing over the active rail crossing, increasing the	See Master Response #28 regarding access and street connectivity. See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					likelihood of vehicle/train accidents.	
207G	LeVan	Jim	Email	<ul style="list-style-type: none"> Automobile Traffic 	<p>[EXCERPT FROM EMAIL] Impacts to Traffic flow / Parking Lot: The westbound stop-bar of the signalized intersection at Manor would have to move east over the proposed RR crossing, which does several things. One is that it requires longer yellow and red times to clear the crossing, which is lost time and causes lower LOS. Again, the corridor does not have that capacity. Another issue is the reduced traffic storage along Ridge Road. When the widening project was completed on Ridge Road (in 2000ish), the turn lane storage lengths were sub-standard, but they were accepted given the current developments. The left turning traffic for the proposed NICTD parking lot will exceed the storage lengths in the turning and through lanes, blocking effective movements. The effects of this parking lot are going to be felt from Hohman Avenue to Calumet, if not beyond. The intersection of Ridge Rd and Calumet (the main intersection in Munster), is already very under-designed and under-capacity.</p> <p>As another location, south along Calumet Ave is another at-grade crossing which often blocks traffic making long queues. A grade separation has been proposed at that location for many years. If (or when) that grade separation is ever completed, traffic on Calumet will likely increase. Calumet also has an interchange with I-80/94, further adding to the existing congestion. With the addition of a NICTD parking lot(s), traffic calming (such as cutting off access, or making one way streets, etc.) would be necessary on some of the local street network to avoid NICTD commuter traffic cutting through residential areas. Unfortunately, such measures will remove some of the 'bypass' characteristics of the 'grid' network, ultimately making traffic worse...</p>	<p>See Master Response #28 regarding access and street connectivity.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
207H	LeVan	Jim	Email	<ul style="list-style-type: none"> Utilities 	<p>[EXCERPT FROM EMAIL] Impacts to Utilities: Note that in the NIPSCO utility corridor just south of Fisher (which is not marked on the plan), the pipelines have just been upgraded, which are believed to be 24" or so. The RR is shown adding fill on those pipelines, and not clear if that is acceptable. There are also high-tension towers, and the RR profile is going up, which may have clearance issues...</p>	<p>Thank you for your comment. NICTD is working with the Northern Indiana Public Service Company (NIPSCO), the City of Hammond, and Indiana Department of Environmental Management (IDEM) regarding future development on this property. A Phase II investigation has already been performed at the proposed pier locations to quantify the level of contamination present. The results of the investigation would be incorporated into future design consideration and planning at this site. Coordination with NIPSCO and IDEM would also continue to ensure onsite contamination is properly addressed and mitigated.</p>
207I	LeVan	Jim	Email	<ul style="list-style-type: none"> Noise/Vibration Aesthetics/Visual 	<p>[EXCERPT FROM EMAIL] Rebuilding the Infrastructure/ Rail-bed: The retaining block walls along Broadmoor obviously will need to be removed, as they were not designed to hold up rail traffic. Those were installed when the bike path was added. Those were probably paid by a bike path grant, and are obviously on RR property, but hopefully can offer some salvage value back to the Town. That aside, the existing track bed also does not account for the poles and towers for the high voltage wires. There will need to be complete reconstruction of the track bed, and clearing of all trees and brush, which now offer a buffer to the residents. The impacts of track, bridge, and crossing construction will be enormous, and once in operation, the commuters will all be looking right into the residents back yards. No proposed buffer will be able to mitigate the visual and noise impacts to the adjacent residents...</p>	<p>See Master Response #2 regarding visual impacts.</p> <p>See Master Response #18 regarding noise impacts.</p>
207J	LeVan	Jim	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum 	<p>[EXCERPT FROM EMAIL] Track design & maintenance: NICTD has been showing some incompetence recently, with a reduced fleet due to maintenance issues, and a disrespect for passengers in regard to operations. The proposed track design of the West Lake route is</p>	<p>See Master Response #13 regarding funding and taxes.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					incredibly un-defendable given the amount of proposed grade changes and horizontal curves from Hammond to Dyer. Having been stranded for 5 hours on a frozen line was unacceptable and deplorable, and was fully aware that the issue was directly due to the approach grade of the newly reconstructed Torrence Avenue bridge. There was nothing old about that track design, yet it took 3 attempts to cross the bridge with low power, after which the overcrowded train was totally stranded in icy conditions. In short, the hundreds of passengers were used as guinea pigs in this situation, as there is apparently no other process to check for track and wire conditions in hazardous weather conditions. In addition, NICTD recently had to take cars off of trains due to flat wheels, and some cars have not yet returned to the trains. Given all this, it can only be presumed that after the initial investment, that the Munster corridor will go into decay in 10 years, as funding for maintenance will have to compete with the rest of NICTD's capital equipment...	
207K	LeVan	Jim	Email	<ul style="list-style-type: none"> • Purpose and Need • Alternatives 	<p>[EXCERPT FROM EMAIL]</p> <p>Alternate Rail Routes: Back in 1998, when this same West Lake corridor study was proposed, (and dropped), the same route down to Dyer was also presented. But at that time, three alternate south & east extensions where also shown on the map. These were: 1) using a CSX line to Cedar Lake & Lowell, or 2) using a CR line to Crown Point, or 3) using a CN line to Valpo, north of Rte 30. It is assumed that those were not shown on this 2016 study on purpose, that they may alter the chance of federal funding. However, those proposed route extensions pose the same questions that were probably asked in 1998, namely: Is Dyer the final destination, or is it destinations further east? Why not investigate the NS RR line between Munster and Highland, just west of Kennedy? This route has MUCH less residential impacts, and if the ultimate destination is further east, then it makes MUCH more sense to show it. Has the NS already objected to this route? Why punish Munster residents, just to add a route to Dyer, then come back in the future and add destinations to the east. Given the additional alternates shown on the old study map, this current EIS may be an incomplete or misleading O/D study and should be denied by the Feds pending further investigation...</p>	<p>See Master Response #22 regarding purpose and need of the Project.</p> <p>See Master Response #7 regarding system alternatives.</p>
207L	LeVan	Jim	Email	<ul style="list-style-type: none"> • Oppose 	<p>Thank you, Jim LeVan Home owner in the project area. This opinion also supported by Arthur LeVan An additional home owner in the project area. 2 votes for no.</p>	<p>See Master Response #19 regarding opposition to the Project.</p>
208	Lietz	James	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic • Roadway Connectivity to Subdivisions • Safety/Security • Property Values 	<p>How is this going to affect my property value? How is this going to affect the amount of vehicle traffic on Margo? How is this going to affect the crime rate? (auto thefts, burglaries, and criminal mischiefs)</p>	<p>See Master Response #28 regarding access and street connectivity.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #31 regarding connectivity of Margo Lane.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #21 regarding property values.</p>
209	Lilek	Tim	Email	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>Hello, In no way shape or form do I want any part of this project to have direct through access to Seminary Drive (the street I live on). Through access on Seminary Drive provides NO positive benefits to the residents of the</p>	<p>See Master Response #31 regarding traffic and connections to subdivisions.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Meadows subdivision.	
210	LoMally	Rick	Phone	• Other	Question regarding proposed roundabouts. Please call.	Call returned by Jennifer Mitchell (HDR). Discussion/question regarding general operations of roundabouts. The discussion was not specific to this project.
211	Loos	Phill	Online Comment Form	• Support	I absolutely in favor of this project. I live very close to the proposed stations in Munster and I see myself using the train very often, though I am not a commuter.	See Master Response #26 regarding support for the Project.
212	Lorenz	Patricia	Online Comment Form	• Roadway Connectivity to Subdivisions	I am vehemently opposed to opening up Margo Lane in the West Lakes subdivision to train employee or passenger traffic. This is a quiet neighborhood with many children. The fact that there is only one outlet from this subdivision keeps traffic slow and light-precisely why many if not most of the families built here. The location can just as easily be accessed off of Seminary Drive and Blue Jay Way.	See Master Response #31 regarding traffic and connections to subdivisions.
213	Lukis	Jason	Email	<ul style="list-style-type: none"> • Oppose • Automobile Traffic • Safety/Security • Property Acquisitions • Neighborhoods/Quality of Life • Bicycle/Pedestrian 	<p>I recently saw your DEIS study and potential landing spot for the train station in north Munster and I am VERY upset. It looks like you want to plow right through our quiet neighborhood on Harrison Ave. including potentially my house.</p> <p>Why would you purpose to run the train through the neighborhood as opposed to undeveloped lands east of Calumet Ave?</p> <p>This is a terrible idea and the neighbors agree.</p> <p>These are not just houses, these are people's homes. These are peoples blood sweat and tears they poured into them. These are where people raise their families. This is where memories were made. Now you want to displace them because this was your best option???</p> <p>St Paul Elementary school is right there where people will be leaving the station. Do you want one of them to get hurt or killed by someone flying out of the station?</p> <p>That walking/Bicycle trail is very nice for our community and you will destroy it to put rail in. People walk their dogs and ride bikes with their kids here and that'll all be gone from this neighborhood. We are a family community and this rail line seeks to uproot those families.</p> <p>This rail line will destroy the neighborhood and the town. Munster has been a nice quiet community for many years and this will completely turn it for the worse.</p> <p>For the record I take the train from Hammond every day for work and a closer option sounds nice. However, if you plan to ruin peoples lives and destroy their homes for this - forget it. I am completely opposed to this project. I hope you will do the smart thing and re-consider your options and either cancel this project or find a more suitable place for the rail line where you won't destroy people lives.</p> <p>Sincerely, A concerned Munster resident - Jason Lukis</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #9 regarding bike and pedestrian trails.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #2 regarding visual impacts.</p>
214	Lukis	Jason	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Alternatives • Automobile Traffic • Safety/Security 	<p>I'm completely opposed to this project. Can you explain to me why you are plowing through our quiet neighborhood in north Munster. Were there not better options? These are our homes not just pictures on a map. Also have you considered the proposed station would be right by a school? What happens if someone gets hit leaving the school because of all the excess traffic. This is a horrible Idea. You either need to cancel this project or find some undeveloped land. Also why is their a station in south Hammond around 173 then in Munster? That is completely excessive.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #4 regarding Project location.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
215	Lukis	John	Online	• Oppose	I am opposed to the line going through Munster IN it's current plan and asking people who love their homes to	See Master Response #19 regarding opposition to the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Alternatives Property Acquisitions Neighborhoods/Quality of Life 	relocate for the sake of progress. Especially the under handed way people snuck this project in. My son lives in this area and what we like about this area is it's ambience. Better still, why not go through the golf course instead? I'm sure you wouldn't like having this happen to you and your neighborhood!	<p>Project.</p> <p>See Master Response #16 regarding the public outreach process.</p> <p>See Master Response #4 regarding the Project location.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
216	Luksich	Jon	Comment Form	<ul style="list-style-type: none"> Automobile Traffic Roadway 	So no direct rides from Dyer to DT Chicago? Plans to widen Sheffield/Columbia from US 30 to Calumet Ave? Should have 5 lanes (include center turn lane) and right turn lanes/shoulders entire length. Will the stations be far enough from grade crossings, not to block the street when loading/unloading?	Project trains would be no longer than eight cars and would be designed to fit at the station platforms without blocking any roads. When the train is in the southbound direction only, warning devices would be required to stay activated at railroad-highway grade crossings at Munster Ridge Road and South Hammond Stations while boarding and alighting.
217	Lundy	Debra	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	I oppose any plan to connect the train station or its parking lots to the Meadows Subdivision in Dyer. When a taxpayer invests in a home and a neighborhood, they take into consideration many aspects before buying. The Region should not disrupt residences when there are other options. There are only 2 entrances/exits out of the subdivision which seems concerning if there were emergencies and traffic currently is already heavy on the only outlet of Sheffield Avenue. Thank you. D. Lundy	See Master Response #31 regarding traffic and connections to subdivisions.
218	Lundy	Jeffrey A.	Letter	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	To: NICTD, West Lake Corridor Project I am a resident of the Meadows Subdivision in Dyer, In. I oppose any option for the Munster/Dyer train station that would connect Seminary Dr. to the train station parking lot or any other facilities.	See Master Response #31 regarding traffic and connections to subdivisions.
219	Luther	Kathy	Comment Form	<ul style="list-style-type: none"> Transit Oriented Development Water Resources 	Please consider parking lot configurations in final design and engineering. Vast parking lots surrounding stations are proven disincentives for successful TODs. They also generate increased stormwater runoff and heat island effects, consider parking incorporated into TOD or shared parking decks with less surface area.	<p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #30 regarding stormwater controls.</p> <p>The number of spaces and size of parking lots would be determined based on ridership forecasts. As the project develops, the design team would look for feasible ways to optimize parking lot footprints and incorporate sustainable design elements.</p>
220	MacLean	Justin	Email	<ul style="list-style-type: none"> Support 	Hello, Just simply wanted to show my support and please let me know if there's anything I can do that also shows my support, other than this email. Thank you.	See Master Response #26 regarding support for the Project.
221	Mahalic	Herb and Fran	Phone	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	We are residents of the Meadows Subdivision and are opposed to any option that connects Seminary Drive to this project.	See Master Response #31 regarding traffic and connections to subdivisions.
222A	Mamich	Wanda	Online	<ul style="list-style-type: none"> Safety/Security 	Chicago has one of the highest crime rates in the country. This train would provide an avenue to bring	See Master Response #23 regarding crime near stations.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Comment Form		drugs/crime into northwest Indiana.	
222B	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Noise/Vibration 	Since this directly effects my family, since we live less than about 80 feet from the rail, I have real concerns about the noise, even though you all kind of skim over and dismiss this concern. Noise, vibration, and just the general idea of 24 trains a day passing my property does not seem fair at all. This number also changed since the beginning.	See Master Response #18 regarding Noise and vibration impacts and Quiet Zones.
222C	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Safety/Security Bicycle/Pedestrian 	This project is irresponsible to resident safety. Children will be forced to walk within feet of the high speed rail, and under the (pedestrian) underpass, creating an unsafe environment for our children.	See Master Response #24 regarding safety of local residents. See Master Response #9 regarding bike/pedestrian resources.
222D	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Automobile Traffic Safety/Security 	Two 500 space parking lots/at grade crossing on Ridge/Manor?? I think this insane as there is already too much traffic at this location. Fire/ambulance, police, need to be accessible, to all residents.	See Master Response #8 regarding station locations. See Master Response #28 regarding traffic impacts.
222E	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Purpose and Need Socioeconomics 	Where do you get your facts and figures, in relation to the job market for Chicago? Also, your ridership projections seem to be a bit far fetched, how did you arrive at these "projections"? Another question would be the amount of trains seems to change quite often.	See Master Response #33 regarding employment growth and ridership projections. The FEIS Preferred Alternative is projected to have 24 trains per day during the week and 20 trains per day on the weekends.
222F	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Oppose 	Why are we encouraging Indiana residents to seek employment in Illinois, and Illinois keeping the Income Tax on the earnings, since there is no reciprocal agreement between Illinois and Indiana on these wages, and funding the project through Indiana tax dollars??? Much of this project is the access to "high" paying Chicago jobs. Chicago's unemployment rate is higher than the national average and Illinois is bankrupt.	See Master Response #19 regarding opposition to the Project.
222G	Mamich	Wanda	Online Comment Form	<ul style="list-style-type: none"> Oppose Funding/Taxes/Referendum 	I think that this whole debacle is totally useless. There are more than enough trains in the general area for commuters who do not want to drive downtown for whatever reason. Exactly whose pocket is getting lined with this fiasco. I do not think that people need to be losing their homes for this. Why don't you just upgrade existing stations and leave everyone in peace? What if your ridership projection do not pan out as you plan? Who is going to make up this money? The tax payers that is who. I sincerely hope that the federal funds are TURNED DOWN!!!	See Master Response #19 regarding opposition to the Project. See Master Response #13 regarding funding and taxes.
223	Manahan	Jamie	Comment Form	<ul style="list-style-type: none"> Support 	What a great project!! AS a Chicago resident all my life I see the advantage for NWI to have additional options to get to and from Chicago. As an employee of Purdue Northwest I see even more of an advantage for our students, staff, and faculty.	See Master Response #26 regarding support for the project.
224	Mangus	Rob	Comment Form	<ul style="list-style-type: none"> Support 	This extension of the South Shore Line through Hammond south through Munster to Dyer will increase values of our homes and the value of our communities. Great project!	See Master Response #26 regarding support for the project.
225	Mantis	Nick	Email	<ul style="list-style-type: none"> Alternatives 	In my opinion, The effort to move the south shore rail line south to south lake county via West lake corridor is being placed n the wrong spot and town in south lake county. I strongly feel that the corridor should go right down I65 from the Gary Station to I65 & U.S. 30 intersection. This would better drive the entire south lake county not just those communities along the Indiana/Illinois state. There is plenty of real estate near and around the I65 & U.S 30 area and it would connect to a major hub in Northwest Indiana including hotels, offices, restaurants, shopping, etc.	See Master Response #4 regarding the location of the Project. See Master Response #7 regarding other transportation alternatives.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>I refer to the St. Louis Metro Mono Rail line as a perfect example of how it can be done. It makes more sense that if communities throughout northwest Indiana are going to be chipping in then the rail line would be better served in a location that includes more communities. This option can also run near the airport and connect to the rail line in Gary or East Chicago.</p> <p>I am a former SPEA graduate from Indiana University (School of Public and Environmental Affairs) and I have studied this option and it makes more sense and could also include more resources for funding. Additionally it would give a boost to the I65 / U.S. 30 area which is northwest Indiana's downtown sector.</p> <p>I know that upon reading this that those already affiliated with West Lake Corridor are already committed to this location but is it really our best option?</p> <p>If the rail corridor were to be placed along I65 & U.S 30 the rail system would draw more people from as far as Valparaiso, Hobart, Merrillville, Crown Point, St. John and Dyer. I know because I rode the South Shore from St. John to Chicago for nearly 10 year. In fact, I am the person that gave Congressman Visclosky the idea of moving the rail system south (back in 2002) because of all the obstacles I faced on my daily commute.</p> <p>We are getting one shot to build this and I feel this option is a much better and sensible option.</p> <p>Thank you for your time and I want this to be included in Public Comment.</p>	
226	Martin	Therese	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic 	<p>I'm concerned with "late to the train" riders that will use the "short streets" (between Hohman and Manor as dragstrips to avoid traffic signals at Hohman and Broadmoor and Holman and Ridge. I'd like to see Manor Avenue, for the overflow parking, to NOT have an exit or entrance at Broadmoor Avenue.</p>	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
227	Mathis	Cori	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>My family and I live in the Meadows subdivision very close to where Seminary street ends and a field begins. The West pictures of the proposed Munster/Dyer station show the parking lot, stations, and other facilities completely separated, and a good distance away from, the end of Seminary Street and our neighborhood. The East pictures show Seminary Street connecting to the parking lots and other facilities. Connecting our neighborhood to any part of the station, lots, facilities would be disastrous for all of us living in that neighborhood. The commuters and cars would literally be at our front doorsteps. Lots and lots of young children live here and play here. School buses are constantly going through our area.</p> <p>It would be terribly unsafe to connect Seminary street to any part of the lots/stations, especially when it is clear from the West pictures that it can be done another way.</p>	See Master Response #31 regarding traffic and connections to subdivisions.
228	Mathis	Cori	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>I live in the Meadows subdivision in Dyer and I submitted a comment early today. I've studied the pictures and diagrams again. My comment remains the same except that I'm not sure that I correctly identified the east/west options.</p> <p>So to clarify, as I commented before, connecting the Meadows subdivision to the train parking lots would be a disaster for those of us that live there. I live very close to the end of Seminary street, which shows in two of the proposed options to lead straight into the train parking lots. Young kids and school buses are very prevalent in our neighborhood. Connecting us to the train traffic and commuters would be unreasonable and unsafe.</p> <p>Two other options That have been proposed do not connect Seminary Street in our subdivision to the train lots. Instead, they show the lots and facilities to the east. I've spoken to many of my neighbors and every single one feels that these are far superior options. The lots, stations, and other facilities can be built without sacrificing our neighborhood.</p> <p>In fact, i have not found one resident of my neighborhood that wants our subdivision to be connected to the train parking lots or any other party of the train project. Thank you.</p>	See Master Response #31 regarding traffic and connections to subdivisions.
229	Mayberry	Jenny	Online Comment Form	<ul style="list-style-type: none"> • Oppose, Neighborhoods/Quality of Life • Bicycle/Pedestrian 	<p>I am super opposed to the location of the South Hammond extension and station. I believe it will have an extremely negative effect on the neighborhood and destroying the little bit of nature (bike path)that we enjoy here. It is a quiet area with narrow streets and won't adjust well to the added traffic. Please consider other options!</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						See Master Response #9 regarding bike/pedestrian resources.
230	Mayberry	Sue	Letter	<ul style="list-style-type: none"> • Oppose • Automobile Traffic • Noise/Vibration • Safety/Security • Neighborhoods/Quality of Life • Water Resources • Air Quality • Bicycle/Pedestrian 	<p>It is with a great degree of sadness that I write this letter, knowing that it may have little or no effect on the outcome of the proposed construction of a new railroad station and parking lot on the property between 165th Street and 173rd Street adjacent to the bike path. For 50 years I have lived in this neighborhood and watched many changes that were positive, but think this will be a change for the negative.</p> <p>For instance:</p> <p>This property is higher than the bike path. The bike path and Lyman Avenue already have flooding issues when it rains. What is going to happen when that land is covered with paving and buildings? Where will the run-off go?</p> <p>The bike trail was put in at a huge expense. Why would anyone consider putting the train in the same location? Apparently the plans for this bike path not properly researched as to future problems before it was constructed as no one would put something so heavily used by pedestrians next to a train track. It is well used by kids going to school, bike riders, racers, runners, walkers, people wanting a peaceful and environmentally responsible way to get from point A to point B. It offers a peaceful place to take kids for an evening walk in the summer. There are people in wheelchairs that get to enjoy a tranquil ride, alone or with family. I have even seen a gentleman practicing riding his unicycle down there. This calm, quiet area is a place for people to regain some relief from the stresses of their hectic lives. What you are proposing will end the quiet walks and most certainly will add to the environmental concerns of air and noise pollution.</p> <p>Safety will become a real issue. The cars rushing to avoid downed gates will be a problem. Very few people driving the stretch from 165th Street to 173rd Street early in the morning heed the 25 mile per hour speed limit or stop at the stop signs now, and most certainly won't if they are trying to "beat the train" from one crossing to the other. 165th Street is a main passage between Indiana and Illinois. Downed gates will cause traffic tie ups, and impatient people will dart through side streets and make poor decisions. I remember this from past history when there were trains in this area.</p> <p>I also remember not being able to open my windows in the summer because of the pollution, both air and noise, much from the trains. I certainly don't look forward to this again. What will happen to the value of my property? The politicians state that the value of my property will go up as young people will be attracted to our area. I argue that any young people thinking of moving into our area would be smart enough to see how far down our schools rank statewide, and would think twice if they planned on having children. Perhaps the huge amount of monies to be spent on this construction could be better used by focusing on the future of our state and worrying more about educating our children. We already have a railway station in Hammond.</p> <p>Additionally, are you aware that the Bumble Bee (not to be confused with the Carpenter Bee which resembles it) is nearing extinction and has been put on the Endangered Species list? One of the reasons for this problem is the loss of habitat. Indiana is one of the only 13 states that still have a population of Bumble Bees. We have them in this immediate area partially because there is a wonderful expanse of wild flora on this stretch of land. There is an abundance of red clover (a favorite of theirs), giant mullein, smart weed, elderberries, and much more, all of which are great food sources for these bees, as well as birds and other wildlife. Have you consulted with environmental groups to find out how this construction will impact these poor creatures?</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #28 regarding traffic impacts.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #3 regarding air quality.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #9 regarding bike/pedestrian resources.</p> <p>See Master Response #30 regarding floodplains and floodways.</p> <p>For more information on the biological resources that were evaluated in the FEIS, please see Section 5.8 of the FEIS.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>When I moved into my home on Humpfer Street 50 years ago there was a rail switch yard and through tracks, at the end of our block. Since then, the trains have gone and we have had this lovely field at our disposal. I realize that the bulk of this field is railroad property, but it has been used with enjoyment by close by residents. There was even a small wetland area and pond near 173r Street which someone sadly filled a few years back. This has resulted in the loss of the marsh birds that used to visit that area. Children play soccer, practice football or baseball in this field. People take walks and enjoy the wild flowers and wild creatures that live there. There wild grapes, black raspberries, elderberries and mulberries available to feed the birds and animals that make their homes there. There are morel mushrooms and wild onions in the spring. There are native herbs and grasses, and some lovely old trees. The wildlife is always a pleasure to see. When walking my dog one morning, she stopped in her tracks. A mother deer and her little one ran right past us, not 15 feet away. I have seen woodchucks, rabbits, skunks (UGH), red foxes, coyotes, hawks, wild canaries, parrots, and, yes, Bumble Bees on these walks. When the bike trail was put in, it resulted in more frequent mowing of this field, causing the wildlife to have less and less of a habitat and less vegetation for feeding and safe hiding, all in the name of progress, but at least some of them have survived.</p> <p>Most of the homes in this area are nearly 100 years old. It is such a wonderful area in which to live, one of the few remaining in Hammond. So many good tax paying neighbors are moving out of this area in great haste to avoid what you plan on doing. What purpose could this serve? Railroads everywhere are already struggling and having to increase fares regularly. Why spend billions of dollars on a project that will destroy our wildlife, create a safety concern and make a very expensive bike path virtually unusable? I live on a fixed income. Paying for anything more is not an option. I won't run away like other people not only because I can't afford that, but also because this is my home! I cannot see anything good coming out of this project for any of us that live in this area. I can only hope that you will at least read my letter and give it some consideration.</p> <p>Thank you for your time.</p>	
231	McCormick	Jeff	Email	• Support	The best thing that could happen to this area!!	See Master Response #26 regarding support for the Project.
232	McCormick	Joseph	Email	• Support	As a realtor I am all for the project. This will only increase home values and bring more potential home buyers to the area.	See Master Response #26 regarding support for the Project.
233	McLees	David	Online Comment Form	• Support	I have a spinal cord injury that requires me to use an electric wheelchair to get around. Public transportation options for someone with a disability are very limited. Having close access to commuter rail into Chicago would greatly enhance my quality of life! Easy access to entertainment and cultural events in Chicago while still being able to live and work in NW Indiana would be a wonderful thing!	See Master Response #26 regarding support for the Project.
234	Metz	Alex	Comment Form (One Region)	• Support	This is a great idea. Many workers live in these areas and work in Chicago, so many of them can save money.	See Master Response #26 regarding support for the Project.
235	Meyers	Priscilla	Letter	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Values • Water Resources • Neighborhoods/Quality of Life • General 	<p>I attended your hearing in Dyer, Indiana, and I am quite concerned/upset like many others who attended.</p> <p>When I moved to Dyer some years ago, I moved to a nice community if homes-<u>not an industrial park!!</u> I am quite concerned that my property value will plummet as will everyone else in the area.</p> <p>The people that were answering questions at the hearing were apparently outside consultants that had been hired to "whitewash the issues". The reason I know that they were consultants is that one of them let it slip when I was asking her questions. She stated that "she had been doing this for over 30 years" – obviously not someone who had the least interest in our concerns but only in getting her consultant fees.</p>	<p>See Master Response #16 regarding the NEPA and public outreach processes.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #30 regarding stormwater controls.</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				Environmental/Ecological Resources	<p>I live in the condos (Meadow Lake Condo Association) just south of your proposed expansion. When I bought my property, I was concerned about flooding because there is a pond right in the middle of our property. I called the Town of Dyer and spoke to a town official who told me that I “had nothing to worry about because our pond was connected to other streams/outlets and wetlands to the north of our property and going all the way to Munster”. THAT IS THE AREA YOU WILL BE TAKING AWAY!!!! In you video presentation, you stated that measures would be taken to take care of these issues. However, the brochure that I picked up at the hearing had a graph that did admit that there would be some impact. We have all seen the news where areas are flooded when wetlands are paved. Like the old song says “pave paradise and put up a parking lot”.</p> <p>There are 105 owners in my condo association, and you could <u>potentially flood out 105 owners at one time</u>. I’m sure that this could also be true of all the homes in our area.</p> <p>One of your paid consultants stated that property values actually increase in an areas ¼ - 1 mile in proximity to these sorts of facilities. What a joke! Beside, our condo association is closer than the ¼ mile range.</p> <p>In addition to the flooding issues, the construction of a layover facility so close to this nice community would completely degrade the whole area. I am sure that my comments along with many others that you will receive will do no good at all. However, the consultant stated that they “could have a positive impact”.</p> <p>Instead of just thinking about the financial gains this project will reap, please consider the ramifications to the people of Dyer and Munster that live in this area who will be adversely affected. <u>We are just average citizens who have worked hard for what we have and don’t want to lose it. We don’t have the deep pockets of the politicians that are backing this project.</u></p>	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #14 regarding wetlands.</p>
236	Miceli	John	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Property Acquisitions 	I'm not selling	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #20 regarding property acquisition.</p>
237	Michalak	Herbert	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Went to Tuesday meeting and saw the preferred layout. I am a resident of the Meadows Subdivision in Dyer. Our duplex is on the North End of Seminary Drive. A round about is proposed to include access to Seminary Drive as an exit/entrance to SS parking. That will create a problem and danger with all the additional traffic on our quiet street, going through most of the subdivision to exit. Many school age children live within this subdivision. It is my request to leave our street, Seminary Drive, a dead end as it is now.	See Master Response #31 regarding traffic and connections to subdivisions.
238	Mihalo	Susan	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic 	While admirably removing congestion, I fear you will create more around the Munster/Dyer station, especially along Main St. Have you ever driven in that area? Hopefully there are plans to expand Main St. to 4 lanes from Calumet to Indianapolis Blvd.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
239	Miller	Craig	Online Comment Form	<ul style="list-style-type: none"> • Property Acquisitions 	I am wanting to know how my home will be affected. I live on 520 northgate dr. Dyer Indiana. Can someone contact me and give me some info on the matter. I am concerned. I live 1/2 block from the Dyer station.	The area where your home is located south of Main Street and east of Sheffield Avenue would not be affected by the Project.
240	Miller	Jeff	Online Comment Form	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Environmental Justice 	As I pay Federal Taxes and this project is using Federal Funds, I am requesting a ruling, on this project, it violating Title VI, of the Equal Rights Act of 1964. As minority citizens of Gary, Lake County, are going to be required to pay into this project, some projections showing for 30 years, this is not allowed. They have ZERO chance of usage, due to the placement location, they have ZERO ability, to walk to the stations, the vast majority having ZERO background and education, to get the higher paying jobs in Chicago, all involved are touting . Please get a ruling from the Justice Department, Civil Rights Division, and also those in the Transportation Department, and let me know their views on this subject. Sincerely, Dr. Jeffrey S. Miller	The decision to contribute County Economic Development Income Tax (CEDIT) funds to the Project was made by the Gary City Council.
241	Miszewski	Robert	Online	<ul style="list-style-type: none"> • Property Acquisitions 	How can I find out if my home is affected by this?	See Master Response #20 regarding property acquisition,

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Comment Form			<p>eminent domain, and estimated timeline for home appraisals and acquisitions.</p> <p>The analysis of land acquisitions and displacements was updated with the results listed in Section 4.3.4 of the FEIS. For a map of the parcels to be acquired please consult the <i>West Lake Corridor Acquisitions and Displacements/Economic Assessment Technical Report</i> in Appendix G3 of the FEIS.</p> <p>Please check the Project website for updates: http://www.nictdwestlake.com/. The website will be continually updated as Project design progresses. NICTD would begin purchase of properties in 2018 and would adhere to state and federal regulations.</p>
242	Mitchell	Janis	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic 	When the train arrives at the ridge Rd station will the train block ridge Rd while passengers board and get off the train?	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
243	Mitchell	John	Online Comment Form	<ul style="list-style-type: none"> • Support • Public Involvement/NEPA Process • South Shore Line • Other 	<p>This needs to happen! Commuter rail is an overall positive for the community, regardless of whether or how much a person uses it. I have four questions:</p> <ol style="list-style-type: none"> 1. What is the proposed construction timeline, should the project move forward? 2. How will the project be funded? Will there be a bond issuance? 3. Will the trains be Wi-Fi enabled? 4. For each option, are there more detailed plans available than what is shown on the website? 	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #13 regarding funding.</p> <p>If the Project is successful in achieving its NEPA clearance, the FEIS/Record of Decision (ROD) is expected in early 2018. If FTA approves the FEIS/ROD and other required FTA New Starts documentation requirements, FTA would grant NICTD the authority to advance the project into the final engineering phase of the project in mid-2018. Acquisition activities would then take place throughout 2018 and early 2019 and construction could begin in late 2019 and continue through 2022 as stated in Section 1.3 of the FEIS. Also included in Appendix E of the FEIS are engineering plans which are 30 percent complete for the FEIS Preferred Alternative. At this time, engineering plans are progressing.</p> <p>The Project is an extension of the existing South Shore Line (SSL) system and trains would similarly have free Wi-Fi.</p>
244	Moake	Cora	Email	<ul style="list-style-type: none"> • Neighborhoods/Quality of Life 	My concern would be the entrance/exit to the Parking if the depot is built. I am on the West corner of Harrison Ave. and South St. It would be very bad for myself and the other homes on South Street. Also, my Rental home at 8322 Harrison Ave. that can only get to the garage from the alley off South Street. Thank you,	<p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south.</p>
245	Mojtahed	Masoud	Comment Form	<ul style="list-style-type: none"> • Support 	I fully support this project. Currently, I am driving back and forth to Chicago for work oriented meetings, visiting my relatives, shopping, and medical needs. The project will save me time on commuting to Chicago, will increase the value of my house, and will bring development to my neighborhood. This is an essential project for	See Master Response #26 regarding support for the Project.



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					NWI for growth and development.	
246	Morton	Grant	Online Comment Form	<ul style="list-style-type: none"> • Support • Other 	I live in Munster and support the rail extension 100%. My question is what date can Region residents expect to board a train in Munster and travel to Millennium station?	See Master Response #26 regarding support for the Project. Opening-day service is anticipated in mid-2022 (see Chapter 1 of the FEIS).
247	Mrak	George	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic 	The DEIS H1 Traffic Technical Report is seriously flawed. No mention is made of the delays to east-west traffic occurring on Ridge Road in Munster. Since the proposed station is to be adjacent to Ridge Road, the traffic delays when the train will stop to pickup/drop off passengers will be significant. I estimate conservatively at least 4 or 5 minutes at peak rush-hour times. This situation should be addressed in the Impact Statement before its acceptance is considered.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
248	Mudroncik	Liz	Online Comment Form	<ul style="list-style-type: none"> • Support 	I am whole-heartedly in favor of this SS train line expansion. As someone who has relied on the train to commute to work for 15 years, I welcome the convenience, business development and increase in property values it will bring. I also see this as an opportunity for my children to come back to Munster to raise their future families while having an easy commute to work in Chicago. This will KEEP tax dollars and disposable income in NWI. My husband uses the train daily as well. With a station located in Munster, we can actually reduce the number of cars we own because it will be so much more convenient to drop him off at the local station on days I don't have to commute. Instead of 40 minutes 2x a day driving to drop him off and pick him up, it will only be a maximum of 10 for the round trip. What a convenience. Another advantage is the environmental benefits from fewer folks driving to/from Chicago and/or dropping someone off at the stations in EC or Hammond. If you need a commuter and local resident to speak on behalf of this project, just holler. I'm in. All in!	See Master Response #26 regarding support for the Project.
249	Mulvihill	Lloyd	Email	<ul style="list-style-type: none"> • Automobile Traffic • Roadway Connectivity to Subdivisions • Safety/Security, 	as a resident of the meadows subdivision in dyer I would like to say that I am very opposed to any plans that would connect seminary dr. to train station parking lots. I believe this would adversely affect my property value. also it would add a great deal of traffic to a quiet and peaceful subdivision. there are also safety concerns with a dramatic uptick in traffic. thank you from a concerned resident.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity of the Meadows Subdivision. See Master Response #24 regarding safety of local residents.
250	Muncz	Jesse	Comment Form (One Region)	<ul style="list-style-type: none"> • Funding/Taxes/Referendum 	How much will tax increase affect current residents for funding for this project? Can I stay informed NTOD	See Master Response #13 regarding funding and taxes.
251	Murphy	Shane	Comment Form (One Region)	<ul style="list-style-type: none"> • General Environmental/Ecological Resources 	What are the environmental/ ecological impacts of building this new track?	As part of the development of the DEIS, a Natural Resources Technical Report was prepared. Impacts to wildlife and habitat are anticipated to be minimal. Any impacts to migratory birds would be mitigated by consultation with the U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers permit requirements. Although no impacts are anticipated to the Indiana bat and northern long-eared bat, any necessary tree removal would be in compliance with Indiana Department of Natural Resources (INDNR) requirements. INDNR also provided stream crossing guidelines to minimize impacts to fish, wildlife and plant species.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
252	Nierengarten	Kate	Comment Form (One Region)	• Support	I cannot express enough how excited my family and I are with this project! I look forward to the day where my husband's daily commute decreases by about one hour due to a 47 minute train ride to the city. Just as importantly, I look forward to taking my young kids, their friends and my girl scout troop to the city without having to worry about driving to the city! Thank you to everyone for making this happen.	See Master Response #26 regarding support for the Project.
253	Nierengarten	Michael	Comment Form (One Region)	• Support	I am from Munster along with my wife and we moved from Chicago back home to Munster in hopes that plan for the West Lake Corridor would come together. I work in Chicago and currently drive every day to the city. I will take the train from day 1 of its opening. PLEASE MAKE THE TRAIN COME TO THE AREA!	See Master Response #26 regarding support for the Project.
254	O'Banion	Kim	Online Comment Form	• Alternatives • Transit Oriented Development	There is no need for 2 stations so close to each other, the one in South Hammond and the one on Ridge and Manor. Ridge and Manor is over kill. The TOD is unacceptable by making so many families up root and move, if you are looking for growth which means more people which means more kids that our school system cannot handle because of our debt and the inability to correct what is happening in our school buildings now.	See Master Response # 8 regarding station locations. See Master Response #27 regarding transit-oriented development (TOD).
255	Oberman	Michael	Comment Form (One Region)	• Other	Economic planning which assumes Lake County governmental entities will engage in strategic development planning seems doomed to failure.	Thank you for your comment; it is noted for the record.
256	Ochi	Robert	Email	• Public Involvement/NEPA Process	[DUPLICATE OF OCHI 2/3/2017 ONLINE SUBMITTAL WITH FIGURES/TABLES AND THE FOLLOWING ADDITIONAL TEXT] Overall Project Schedule for West Lake Expansion The following are the key milestones and schedule for the environmental review process, as well as the overall project: a. DEIS: The Draft Environmental Impact Statement is available for review and comment beginning December 16, 2016. b. FEIS/ROD: Following the formal comment period on the DEIS, a Final Environmental Impact Statement (FEIS) would be prepared by the FTA and NICTD to complete the environmental review process. The FTA would also issue a Record of Decision (ROD) that states the proposed action, environmental findings, and mitigation requirements. The combined FEIS/ROD would take about 6 months to complete, depending on the level of comments received on the DEIS. c. Engineering and Construction: The environmental review process would then be followed by more detailed design, engineering, and construction from 2017 to 2022. d. Project Completion: Service start-up for the NICTD West Lake Corridor Project is targeted for 2022. This schedule reflects the standard process for NEPA review and FTA's New Starts funding program, but dates are subject to change.	Thank you for your comment; it is noted for the record.
256A	Ochi	Robert	Online Comment Form	• Socioeconomics	Previous Comments from the Online Comment From Submission Dated and Received: Mon 10/28/2014 4:42 PM. Questions/comments, still remain unanswered from 10/28/2014. 1. Per your 20 year Strategic Business Plan Summary, can you provide some additional details to the estimated 1,984 jobs the West Lake Extension project and South Shore capital improvement projects are projected to be added to the NWI economy? What percentage are construction/project related? What percentage of the 1,984 jobs will be permanent jobs? And of the permanent Jobs, what type of jobs are they projected to be? Service oriented, Professional/white collar, Technology based, Communications? Manufacturing or Advanced Manufacturing.	These comments are in relation to the 20-year Strategic Business Plan Summary, not the DEIS for the West Lake Project.
256B	Ochi	Robert	Online Comment	• Socioeconomics	2. Per your 20-year Strategic Business Plan Summary, Can you further define or expand on the statement, "Efficiencies are projected to generate \$2.5 billion in Economic output and \$1.3 billion in gross regional product."	These comments are in relation to the 20-year Strategic Business Plan Summary, not the DEIS for the West Lake

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form		What variables were used as a baseline for this assumed Market Study?	Project.
256C	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Other 	3. What agreements or Memorandums of Understanding are in place with METRA in regards to infrastructure upgrades, track expansion and platform modifications at Millennium Station? Are they part of the current Draft Environmental Impact Study. At what phase in the process will this be confirmed?	NICTD has coordinated with Metra, the owner of Millennium Station, to make sure there is capacity for the new service. The final 14-mile section to Millennium Station is owned by Metra and NICTD has a trackage rights agreement to operate on the Metra Electric District (MED) line. Currently there are projects in the 2018-2021 TIP to add Track 7 to Millennium Station. Metra also confirmed in its comments on the DEIS that enhanced NICTD service on the MED would likely require implementation of some or all of the strategic improvements being explored in the ongoing jointly-funded Metra/NICTD MED Capacity/Calumet Corridor study. These improvements would not be included as part of the West Lake Corridor Project FEIS.
256D	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Transit Oriented Development 	4. With respect to the TOD, Where does NICTD see the best location of the proposed new Stations to fully meet the expectations of a economy supporting a TOD (Transit Oriented Development). Does NICTD foresee the stations in Hammond, East Chicago or Gary as a viable (TOD).	See Master Response #27 regarding transit-oriented development (TOD).
256E	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Alternatives 	5. Has the previous studies demonstrated the need for express trains from Dyer to Millennium Station? Is it Feasible or even realistic with the restriction of the METRA rail line?	The West Lake Corridor Project does not include any plans for an express train from the Munster/Dyer Main Street Station to Millennium Station. As described in Section 3.2 of the FEIS, NICTD performed a technical analysis to assess the infrastructure's capacity to accommodate the operation of Project trains. The results of the analysis showed that the MED line has enough capacity to accommodate the Project service with some enhancements being explored jointly by Metra and NICTD.
256F	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Other 	6. Regarding the NICTD West Lake Corridor Study March 2011 report, of the estimated 5,600 people riding the West Lake trains, how many of those are new riders and how many are existing rider that are currently driving to the existing stations? How did you study derive at this 5,600 number.	See Master Response #33 regarding future ridership projections.
256G	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Funding/Taxes/Referendum Other 	7. What type of contingencies are in place in the current estimated cost for market changes, environmental issues, escalation and site conditions.	As described in Chapter 11 of the FEIS, the capital cost estimate for the Project is \$661.0 million in year of expenditure dollars. The estimate is based on the 30 percent design completed as of July 2017 and the current project schedule, which assumes that construction would begin in 2019 with revenue operations anticipated in 2022. The estimate is subject to further refinement to include the results of the August 2017 Risk Assessment and Value Engineering workshops. The cost estimate does not include any costs associated with financing, which are eligible for 50 percent reimbursement through the New Starts program, and would be included as part of future financial refinements. The cost estimate includes a total contingency of \$124.4 million (2017 dollars) for both allocated and unallocated contingencies. This is equivalent to 25 percent of the base year dollars for all



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						categories (cost categories 10 through 80) and 38 percent of the construction categories (cost categories 10 through 50). The amount of allocated contingency depends on the complexity of any particular item as well as the stage of engineering completion. The allocated contingencies are 15 percent for each category and the total level of allocated contingency included in the capital cost estimate is 15 percent of the total base year costs (2017 dollars) for cost categories 10 through 80. As part of FTA's risk assessment process, which would occur later in the project development process, individual contingencies would be evaluated and appropriate allocations would be made based on the determined level of risk. The unallocated contingency was included to address bid risk and construction risk in addition to the aforementioned allocated contingencies. Unallocated contingency is intended to address "unknown unknowns," to cover unanticipated events, including political events, labor strife, weather, differing site conditions, commodity pricing fluctuations, unfavorable market conditions, bid risk, etc. A 10 percent unallocated contingency was applied to the total base year dollars (2017 dollars) for cost categories 10 through 80.
256H	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process 	<p>Comments and Questions relevant to the Issued Draft Environmental Impact Statement (December 2016)</p> <p>1. With the information indicated in the past presentations and issued Draft Environmental Impact Statement, has the NICTD Major Investment Study (MIS) of 2000 met the ridership expectations that were projected 16 years ago and with the shift in population from north Lake County to the south and east to Porter County- are the ridership numbers still valid for the increase ridership for the West Lake Extension. (DEIS Section 4(f) Evaluation.)</p>	<p>See Master Response #33 regarding future ridership projections.</p> <p>NICTD reviewed its files and found no 2000 projection for 2016.</p>
256I	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Alternatives 	<p>2. In reviewing the current Draft Environmental Impact Statement, how will the termination at Dyer allow for the planned extension of the West Lake to St. John and points further to south Lake County? From the MIS (2000) and the 2011 NICTD Corridor Study, has there been any contingencies included in the planning for providing Double Tracking for the West Lake Corridor Extension in the future. (DEIS Section 4(f) Evaluation.)</p>	<p>See Master Response #6 regarding double-tracking.</p> <p>In response to the first question, as stated in Section 2.2.2.2 of the DEIS, the alignments by alternative were evaluated from cost, feasibility, and freight railroad acceptability perspectives. The analysis concluded that the alignment between the Town of Dyer and the Town of St. John should be dropped from further consideration primarily because the estimated capital cost would have exceeded the funding that has been identified for the Project; however, an extension to the Town of St. John could be considered in the future. The design of this Project does not preclude an extension to the Town of St. John and points further south.</p>
256J	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Funding/Taxes/Referendum Public Involvement/NEPA Process Other 	<p>3. With NICTD undertaking (2) major capital projects concurrently, has the previous MIS information and market studies indicated the net gain in ridership, meaning the projected boarding's at the Munster and Dyer stations and the anticipated loss of boarding's in East Chicago and Hammond stations. The Study does not provide any projected short-term ridership figures for the years after 2023 and 2040. Please confirm that the estimated \$630 million cost strictly for the West Lake Expansion is for an increase in ridership of approximately 7,120 over the</p>	<p>See Master Response #33 regarding future ridership projections.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					next 23 years. How many of that 7,120 are new riders and how many our existing riders, just using the new extension.	
256K	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Transit Oriented Development Other 	4. With the culture of corporate business and the advancement of technology/communications, more of the workforce is working from home. How has the projected ridership and boarding numbers factored into the indicated 21% increase in ridership? How is the current movement of Major Corporation moving to Downtown Chicago (West Loop/Fulton Market district) factored into the studies for market studies and the studies for the proposed TOD's locations? Does the large disparity of the medium household incomes make Hammond's proposed TOD @ the Gateway station a viable location for investment of private money (developers) to build a Transit Orientated Development. With Hammond at \$39,771, Munster at \$72,532 and Flossmoor at \$103,373, NICTD and the RDA have assumed the higher paying jobs in Chicago will reside North Hammond and Munster. How will the ridership increase if people choice to reside in the Loop/West Loop/South Loop and the north and southwest suburbs as the trends have shown and are projecting for the next 5 years.	<p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #33 regarding future ridership projections.</p>
256L	Ochi	Robert	Online Comment Form	<ul style="list-style-type: none"> Alternatives Transit Oriented Development 	5. Understanding that the City Of Hammond City Council passed Resolution 16R-23 in August 2016, Hammond Alternate, following the recommendations of the NEPA's preferred route that would eliminate the indicated Downtown Hammond Station. The explanation of why the Downtown Hammond station was removed for consideration is due elevation differences north of Douglas Street. It also indicates several street closures north of Sibley and east of Homan. With the fundamental basis of a TOD, why has this Downtown location been omitted for further study and consideration as a Station. The Gateway Station is also elevated, so the design and logistics are similar in scope, why can't provisions be made to look at the Downtown as a viable TOD, with the similar type of scale and densities preferred at the Hammond TOD workshop (October 2016)	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
257A	O'Connor	Julie	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum 	Some of the issues as I see them with the South Shore extension are: 1. No Referendum. There was no referendum held in Lake County to approve the West Lake extension and the associated county tax. After a 2009 referendum in Porter and St. Joseph counties overwhelmingly rejected the train, Lake County adopted a 1.5% county income tax with .25% earmarked for "economic development." The "economic development" turned out to be the West Lake extension. Since the tax mechanism was already in place, no voter approval was required. This is government sidestepping the democratic process and deliberately engineering a process to deny input to taxpayers.	See Master Response #17 regarding the request for referendum.
257B	O'Connor	Julie	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum 	2. Cost. The total construction cost and debt service will be over \$900 million. Close to a billion dollars for 7.8 miles of track that will extend the line only into the next town from where it already exists. The projected ridership of 2,227 new passengers for this amount of money is sad. That's more than \$400,000 per new rider.	The ridership model forecasts have been updated for the FEIS. Changes and assumptions are documented in the June 28, 2017 HDR technical memo <i>Ridership Forecasts: NICTD Double Track-NWI Core Capacity Project and West Lake Corridor New Starts Project</i> . South Shore Line (SSL) daily boardings, including the West Lake Corridor Project, are expected to increase from 12,050 in 2015 to 26,900 in 2037. When compared to the No-Build scenario, the SSL, including the West Lake Corridor project, is expected to increase daily passenger trips by 4,010 in its opening year (2022) and by 6,300 in 2037. By 2037, the West Lake Corridor project individually is projected to generate about 3,750 new transit trips that would be diverted from the auto mode.
257C	O'Connor	Julie	Email	<ul style="list-style-type: none"> Alternatives Property Acquisitions 	3. Homes Taken. Property never should be taken from private owners except as the option of last resort. That is not the case, particularly with the Ridge Road station. The proposed Ridge Road station is only 2.7 miles south of the proposed South Hammond Station. It is only 4 travel minutes. Property owners should not be required to surrender their homes for transit service that will attract only 2,200 new riders (over almost 20 years),	<p>See Master Response #4 regarding the location of the Project.</p> <p>See Master Response #20 regarding property</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					particularly when options exist that require no property acquisitions.	acquisition/relocation. See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.
257D	O'Connor	Julie	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum South Shore Line 	4. Existing Service. NWI residents who commute to Chicago but do not take the South Shore avoid the train because the service is poor. The recent (Jan. 12, 2017) 6-to-8-hour delay is a perfect example. NICTD has avoided making costly service improvements despite regular weather-related vulnerabilities that exist with its outdated rail technology. As a result, thousands of passengers were trapped on trains that had no electricity, no heat, and barely working toilets. I learned of at least one person who missed a job interview due to being held on the train (way to bring jobs to the region!). Despite the fact that these delays happen regularly, as usual NICTD provided no alternative service in the form of buses or shuttles, no bus schedules, and no information for passengers who were ultimately released far from their station of origin. The fact that American taxpayer dollars support this third-world standard of transportation is appalling and offensive to everyone who works hard for a paycheck. Frankly, commuters deserve better than NICTD offers. There is no reason to believe that expanding their service area will improve this scenario as the same outdated rail technology and day-late management personnel will be employed. I say this as a South Shore passenger (18 years) who lives in Munster and who would ostensibly benefit from the extension.	See Master Response #13 regarding funding and taxes.
257E	O'Connor	Julie	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum Socioeconomics 	5. Rail Transit is Expensive. Rail as a form of transit is far more expensive per passenger than RTB or highway transportation. Light rail projects in the New Starts 2016 report average approx \$200 million per mile. That's crazy talk for a transit system that fixed, inflexible and not scalable. Rail transit costs have multiplied exponentially given the availability of federal funding, yet ridership yields have not improved. Rail transit built at \$200M/mile does not carry more passengers than the original systems built in the 80s for \$10M/mile. Apparently FTA has too much money!	Thank you for your comment; it is noted for the record.
257F	O'Connor	Julie	Email	<ul style="list-style-type: none"> Transit Oriented Development 	6. Transit-Oriented Development. TOD is the tail that wags the dog. Municipalities welcome the West Lake extension not for the train or commuter benefits, but because it opens the door to so-called (taxpayer supported) economic development. Rail needs passengers, passengers lacking other transit options that may be preferable to riding the train. Organic passenger development apparently will not take place; therefore heavy engineering of the nearby residential neighborhoods takes place in order to serve up the passengers needed for the rail project to successfully meet its ridership goals. Station-adjacent high-density multi-family residential development is needed to provide the passengers, the developments are designed to be car-unfriendly to ensure the passengers are captive. The fact that TOD is required for the rail extension tells us all we need to know about the actual "need" the project purportedly fulfills.	See Master Response #27 regarding transit-oriented development (TOD).
257G	O'Connor	Julie	Email	<ul style="list-style-type: none"> Automobile Traffic 	7. Reducing VMT. According to the DEIS, traffic in the West Lake Corridor area will be reduced a whopping .04% as a result of the project. Surely there are New Starts applicants offering more meaningful impact on VMT. If not, the bar for this standard is entirely too low.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. Thank you for your comment; it is noted for the record.
257H	O'Connor	Julie	Email	<ul style="list-style-type: none"> Funding/Taxes/Referendum Environmental Justice 	8. Funding Sources are Inequitable and Unjust. Finally, but perhaps most importantly, the communities contributing the most money to the local match for this project are Hammond, East Chicago, and Gary, through the provision of casino revenues to RDA. Hammond is getting some benefit in the form of new train stations,	See Master Response #13 regarding funding/taxes. Environmental Justice was addressed in Section 4.9 of the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					alleged economic development, etc. But East Chicago and Gary gain nothing. Both of these communities are predominantly low-income minority communities. That poor and minority communities are subsidizing a rail extension to facilitate easier, more convenient transportation for affluent white communities, and that the already-affluent communities will grow even more so as a result (while the funding communities grow less so), is completely unacceptable. This is government- and agency-supported racial and economic injustice.	DEIS, and a more comprehensive analysis of the FEIS Preferred Alternative is included Section 4.9 of the FEIS. It is NICTD's intent to minimize impacts on environmental justice communities.
258	O'Halloran	Kimberly	Online Comment Form	• Support	Hello, This project gives me so much hope for the future of the region. As a young adult who grew up and moved back to the region from Chicago after college, this train is key to our future to continue to work in Chicago, and for the generations of our children and grandchildren so they can be connected to the jobs and opportunities that may at times seem out of reach for so many in the area. Having this train would keep my husband and I here in the region for years to come. Without it, we may be forced in the future to move to a western suburb due to the long commute and the ease of commuting elsewhere. My husband and I couldn't be more excited for this train. This is something I had always hoped for, and am excited to see it happen. Thank you, Kim	See Master Response #26 regarding support for the Project.
259	Orsi	Scott	Email	• Support	Very informative meeting. Thanks for organizing. I will attend one the open house meetings. Excited about the opportunities and progress in NWI.	See Master Response #26 regarding support for the Project.
260	Panaggio	Daniel	Comment Form (One Region)	• Support	I am a commuter and fully support this project.	See Master Response #26 regarding support for the Project.
261	Pavlinac	Jonathan	Comment Form (One Region)	• Support	Please proceed with the West Lake Corridor Project. This area would be greatly impacted by the increase in jobs and accessibility to Chicago.	See Master Response #26 regarding support for the Project.
262	Pennanen	Valerie	Online Comment Form	• General Environmental/Ecological Resources	<p>This comment is a duplicate of Comment 451 received at the Public Hearing.</p> <p>Please state specifically IN WRITING, in your FINAL Environmental Impact Statement, your plans to preserve the natural green corridor in South Hammond. Wildlife frequently use this space, and some live there either seasonally or all year round. There are bumblebees (note that the rusty patch bumblebee is an endangered species) who rely on the red clover to survive. There is a fox who lives in a wooded area of the field north of 173rd Street and east of Lyman. There are hawks who nest in the nearby cottonwood trees. All of these creatures deserve to live as peacefully as possible in their habitat. I expect to submit a petition to NICTD very shortly, with signatures of other local residents who agree that the survival of nature MUST be a top priority.</p>	<p>This response is a duplicate of Comment 451 received at the Public Hearing.</p> <p>As part of the development of the DEIS, a Natural Resources Technical Report was prepared and it has been updated for the FEIS. Results are summarized in Section 5.8 of the FEIS. No federally-protected species are within the Project Area. Additionally, there are no threats to state-protected plant species in the Project Area. NICTD expects no direct impacts and only negligible indirect impacts on state-protected animal species. The Project would affect 15.97 acres of woodland habitat. To mitigate the loss of trees as a result of construction of the Project, NICTD would continue to coordinate with Indiana Department of Natural Resources (INDNR) regarding the appropriate mitigation for tree replacement. NICTD would consult INDNR's tree replacement guidelines.</p>
263	Pierson	Ed (One Region)	Comment Form	• Support • Alternatives	Like idea - one issue - connection to METRA would slow trains	See Master Response #26 regarding support for the Project.
264	Pirok	Brian	Online Comment	• Funding/Taxes/Referendum	Like all of my neighbors directly impacted by the addition of the train through our quiet section of town, I'm concerned with the aftermath. Specifically how the Town of Munster will compensate all those residents whose	See Master Response #13 regarding funding and taxes.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form	<ul style="list-style-type: none"> Noise/Vibration Safety/Security Property Acquisitions Property Values Neighborhoods/Quality of Life Water Resources 	property abuts the newly active rail line for the loss in property value driven by close proximity to the noise, vibration, poor drainage and safety concerns the rail line will bring. This project provides those unlucky property owners with a double whammy of reduced property values with increased taxes courtesy of a previous County tax increase, passed specifically to pay for the rail line extension.	<p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #30 regarding stormwater controls.</p>
265	Pizzuto-Dean	Jennifer	Online Comment Form	<ul style="list-style-type: none"> Oppose Automobile Traffic Noise/Vibration Property Values Transit Oriented Development Neighborhoods/Quality of Life 	<p>I have no desire to have a train run through my town of Munster, especially at the cost of some of our residents' homes and some residents having to see, hear, and feel that train several times a day everyday. I don't see the train being worth the money it is going to require, especially when people in the area who are going to use it already do use it by driving to the Hammond or East Chicago station. It's ridiculous to cause all this upheaval and cost the town's people all this money to extend the line just to the Munster-Dyer border. Traffic is going to become horrendous on Ridge Rd if a station is put there and that area is already full of businesses, so I'm not sure where supporters of the project think all these "new businesses" are going to go up. I also don't like the idea of low income housing going in as a result of the train for obvious reasons. I grew up on Frederick Ave. and my mom still lives there (has for 30 years, well before this train was going to be an issue). The train will run RIGHT behind her backyard, lowering the value of her property indefinitely along with everyone else's on that block. I think it's just awful to do that to long-time Munster residents.</p> <p>Bottom line: The drawbacks to extending the South Shore through Munster far outweigh any potential positives. Therefore I do NOT want that train extension in my neighborhood.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Responses #28 regarding access and street connectivity.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
266	Pokrajac	Michael	Email	<ul style="list-style-type: none"> Oppose Funding/Taxes/Referendum Public Involvement/NEPA Process 	<p>Just returned home from your meeting (?) in Munster @ Centennial Park. What an absolute waste of my time! 1. Totally ridiculous venue. No organization and too small for the several hundred+ who attended. 2. No open forum for questions. 3. How are you gonna maintain the new extension, when you're unable to maintain the current line, case in point a few weeks back...frozen lines and no back up plan...buses, etc. 4. No way will I ever support any taxes for this project. 5. Too many questions and very few answers!!</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #13 regarding funding and taxes.</p>
267	Popovich	Craig	Comment Form (One Region)	<ul style="list-style-type: none"> Support 	<p>This would be great for millenials like me wanting to work in Chicago but live in NWI</p>	<p>See Master Response #26 regarding support for the Project.</p>
268	Poskin	Jennifer	Comment Form	<ul style="list-style-type: none"> Support 	<p>Great plan for Lake County! Excited to see it come into reality.</p>	<p>See Master Response #26 regarding support for the Project.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
269	Pritchard	Emily	Online Comment Form	<ul style="list-style-type: none"> Property Acquisitions Property Values 	How will a parking lot behind my property help my property value and are you going to be trying to buy my property? Will this be eminent domain?	<p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.</p>
270	Radde	Ann	Online Comment Form	<ul style="list-style-type: none"> Automobile Traffic Roadway Connectivity to Subdivisions Noise/Vibration Safety/Security 	I am a resident of the Meadows subdivision in Dyer and I DO NOT want Seminary Drive connecting to the parking lot to the train station. It is already impossible to get out of the front entrance onto Sheffield during rush hours. Do not bring huge amounts of unwanted traffic into our residential subdivision. This will already bring too much noise and crime into our quiet location. Find another way.	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #31 regarding connectivity of the Meadows Subdivision.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #24 regarding safety of local residents.</p>
271	Ramirez	Juan	Online Comment Form	<ul style="list-style-type: none"> Support 	This project is GREAT! It is needed for current and future generations.	See Master Response #26 regarding support for the Project.
272	Ray	Marion	Comment Form (One Region)	<ul style="list-style-type: none"> Support Bicycle/Pedestrian 	<p>-Poss. Gate at Margo at S. Munster station</p> <p>*bike racks at all stations*</p> <p>-bike spaces on train cars</p> <p>-bike accessibility? to-from stations</p> <p>-need to connect main to Joe Orr in IL for thoroughfare traffic</p> <p>-VERY excited for train dev!</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Responses #9, #10, and #11 regarding bicycle access and safety.</p> <p>See Master Response #31 regarding traffic and connectivity to subdivisions.</p> <p>An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road.</p>
273	Reyes	Alicia	Online Comment Form	<ul style="list-style-type: none"> Oppose 	as an owner since 1999, I am opposed against this expansion which includes part of our sub-division.	See Master Response #19 regarding opposition to the Project.
274	Reynolds	Len	Email	<ul style="list-style-type: none"> Support 	Can the municipalities south of Dyer see the potential to increase their local populations with the addition of a train system in their towns? There is a tremendous amount of appeal for transportation alternatives from	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Northwest Indiana to Chicago area business. "Build it and they will come." J	
275	Ribble	Eric	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Public Involvement/NEPA Process • Noise/Vibration • Safety/Security • Property Values • Transit Oriented Development 	<p>As a life long Munster resident, I am concerned. I am not only concerned for the well-being, safety and overall viability of Munster, but I am just as concerned as being represented as taxpayer with a voice. In this situation I don't feel the public, the tax payers, the homeowners have had a say or a voice. Even though my house sits within walking distance of the Munster/Dyer stations, I am not in favor of this project. It is a gross overspending of my hard earned dollars and I have no problem continuing to drive to the Hammond Station. My questions are as follows:</p> <ul style="list-style-type: none"> - Why did this not come to a referendum vote for how to spend my money as a tax payer? - All meetings thus far have been one-way information to residents. When will the tax payers be able to voice their concerns, in a public forum to the NIDTC, RDA and others, vs having to express concerns in writing? - What noise safeguards are going to be put in place for the residents of West Lakes? - What safety measures will be put in place for the children of West Lakes, especially when we will now have electrified wires nearby in a large subdivision? - Are quiet crossings planned throughout the extension? What restrictions will be in place for train engineers to not use their train horns in residential areas? - I have read over many reports and it is clear this project will not be able to operate without a deficit. What guarantees as a tax payer will I get that and financial deficiencies will not come back to me, the tax payer, as part of a current or new tax? - I keep reading about Transit Oriented Design. How will this impact the Munster/Dyer station and how will I be assured that the proposed TOD designs will not adversely impact my property values? <p>Thank you for your time.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #17 regarding a referendum.</p> <p>See Master Response #16 regarding the NEPA and public outreach processes.</p> <p>See Master Response #18 regarding noise and vibration.</p> <p>See Master Response #23 regarding safety and security.</p> <p>See Master Response #13 regarding funding.</p> <p>See Master Response #21 regarding property values.</p>
276	Richardson	Lana and Richard	Email	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>We bought a house in the Dyer Meadows Subdivision a little over a year and a half ago. We left our long time Hammond home under tragic circumstances and welcomed the quiet, peaceful neighborhood we hoped to call home for the remainder of our years. We are in our 60's and 70's and found a house that could serve us through our retirement and aged years. It is a pleasant, quiet and safe area inhabited by mostly senior citizens, including the condominium complex at the entrance.</p> <p>It is a pleasure to take walks around the retention pond area, watch the corn and soybeans grow, watch the planes and helicopters frequent the airport and watch the beautiful sunrises and sunsets.</p> <p>The most traffic we see is during the yearly garage sale.</p> <p>While any demonstration against the proposed train station is apparently moot, we are appalled at and completely oppose several of the plans that include connecting our subdivision and the Munster Westlakes subdivision directly to parking areas. We would also oppose any through connection of Main Street through to Illinois as an alternative east/west thoroughfare.</p> <p>With so many train stations such a short distance apart, we are concerned about the commuters who would use the trains and would care less about the neighborhood they are passing through. The noise is also a concern. It seems that the most acceptable access would be directly off Sheffield which would keep any transient traffic out of two established and quiet neighborhoods.</p> <p>This is a safe and very low crime neighborhood where we feel comfortable now and anticipated feeling just as safe and secure in the years to come. I am not convinced and very concerned that the train development will maintain that atmosphere. We are a mere three houses away from the retention pond area.</p> <p>The prospect of TOD development that would include strip mall after strip mall and franchise fast food after franchise food is not our vision of diverse retail development. The addition of concentrated transient apartment housing also does not contribute to the stable, hometown feel that I am sure most of my new residential neighbors would like to maintain, including us.</p> <p>We vote no for any access other than directly from Sheffield for the train development if it has to happen at all.</p>	<p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
277	Robbins	Cynthia	Online Comment Form	• Oppose	This project needs to be scrapped. To Expensive, will make families homeless, and tax the rest of us to DEATH. scrap it.	See Master Response #19 regarding opposition to the Project.
278	Rocek	Charles	Online Comment Form	• Oppose	<p>The expansion of the South Shore is a boondoggle. Using the SS to commute to Chicago on and off over the years, I have had a chance to confirm the absence of development along the existing South Shore. Hammond and East Chicago have no significant development as a result of the existing South Shore corridor.</p> <p>In Chicago from 130th street south to 55th street for the most part is an urban wasteland. Development along this corridor has failed miserably.</p> <p>The current trends regarding population shift in Chicago and Illinois indicates population is waning, the result of crime, high taxes and contemporary technology are significant components contributing to this population exit. Contemporary technology, has allowed employers to move away from the traditional office, physical plant with its related cost, rent, utilities, furniture, office supplies, security, along with the untold wasted man hours consumed with commuting.</p> <p>Contemporary technology is moving in the direction of remote, home based offices, providing the employee with substantial flexibility along with reducing corporate cost mentioned above. This is a corporate win, win.</p> <p>Not addressed are the Kensington Stop bottle neck, which from this point north to Chicago has substantial physical plant limitations. The electrical infrastructure limits the number of electric operated trains able to function with the current electrical grid. More than 7 units operating in this grid causes the electrical system to shut down.</p> <p>Infrastructure improvements in the hundreds of millions haven't been funded and appear not to be funded in the near to extended future.</p> <p>Additional issues exist at Randolph Street, the last stop, end of line. Real estate is exceptionally limited in available space for additional train storage.</p> <p>Then we have recent other national based projects, similar to this expansion, which have negative economic impact for the associated taxpayer now paying additional taxes supporting those mas transportation failures. Follows are three articles giving a summation of some problematic mass transportation programs, some frighteningly similar to the SS expansion.</p> <p>10 rail systems that loose the most money per passenger. https://www.brookings.edu/blog/brookings-now/2015/06/03/the-10-u-s-metro-rail-systems-that-lose-the-most-money-per-passenger/</p> <p>Biggest Money losers per passengers in the country. http://pilotonline.com/news/local/transportation/tide-biggest-money-loser-per-passenger-in-country/article_5be7dad5-fbc3-5fb6-8756-fe0886156557.html</p> <p>The Politics of Mass Transit. http://www.akdart.com/enviro32.html</p>	See Master Response #19 regarding opposition to the Project.
279	Rogan	Brian	Online Comment Form	• Support	I fully support this expansion and development.	See Master Response #26 regarding support for the Project.
280A	Rogers	Walter	Online Comment Form	• General Environmental/Ecological Resources	This project is an opportunity to create real beauty with the tree-filled areas within the corridor. All it needs is attention to what we already have. There are forest-like patches of land throughout the area that can so easily be transformed into areas of natural beauty. Let's make it a community-wide commitment to what everyone will enjoy.	See Master Response #12 regarding green space/trees.
280B	Rogers	Walter	Online Comment Form	• General Environmental/Ecological Resources • Recreational	<p>I suggest two themes, both of which can play a valuable part in the success and enhanced citizen appreciation of NICTD's West Lake Corridor Project.</p> <p>The first theme is that every tree is a life. So, when a tree absolutely, positively has to be cut, then one or more new trees can be planted elsewhere to bring back the necessary balance. The key here is to have the</p>	<p>See Master Response #12 regarding green space/trees.</p> <p>Regarding trail recreation, please see Section 8.5.3 of the FEIS for information on the Erie Lackawanna Trail.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				Resources/Section 4(f)	<p>awareness and sensitivity that cutting trees, especially the mature ones, is only a last resort. Why? Because the trees represent a free, natural and appealing sound and visual barrier. One way of implementing this strategy is to have engineering specifications such as, "Before any tree is to be cut, it must first be verified with a direct confirmation from [for example] Nicole Barker at NICTD headquarters." Another possible engineering instruction/specification could be the requirement that machinery entrance and egress must always go through the same path, and that these designated paths must be created with as minimal effect on the existing trees as possible.</p> <p>My second theme is that NICTD can easily become the environmental/recreational hero of Northwest Indiana based upon how it builds out the West Lake Corridor rail line. As just one example, the greenbelt in Hammond between I-80/I-94 and 165th Street can become a jewel of the project. My suggestion is that you might also be able to use federal/regional/local funding other than your own to enhance this area right alongside your new Hammond station. Bob Bronson of Indiana's Department Of National Resources said that this Hammond Greenbelt Project would fit within the "Rails With Trails" federal program. The most he said he could commit to such a project would be \$200,000, provided this project won over other statewide participants. Bob Bronson is in charge of the federal Recreational Trails Program (RTP) for the State of Indiana. Following his suggestion to contact Mitch Barloga of the NIRPC, I listened to Mitch's positive initial reaction to a Hammond Greenbelt Project. Mitch Barloga was open to the idea of enhancing the Hammond greenbelt, and also added that this effort was the kind of project that Hammond Mayor Thomas McDermott Jr. might find worthwhile and worthy of pursuing.</p> <p>There are other constituencies that also would support a Hammond Greenbelt Project for the existing forest between I-80/I-94 and 165th Street along the West Lake Corridor. Hammond resident Valerie Pennanen is circling a petition requesting that NICTD guarantee land protected for wildlife within the corridor. This potential "Rails with Trails" possibility would answer that petition. And finally, the Hammond Greenbelt Project perfectly fits the South Shore Trail Organization's goal of promoting "a connected system of trails, paths, and bike lanes." With all of these parties able to support the Hammond Greenbelt Project, it seems like a natural winner. Just as the protection of trees goes hand-in-hand with a better NICTD rail line, so also would protecting this greenbelt. It will be something beautiful for commuters to see as they pass by in one of your trains, and for area residents who will be walking through the beautiful beltway in their leisure, NICTD would be held in the highest of esteem for implementing such a beautiful companion project to the West Lake Corridor rail line. It seems like a win-win for everybody.</p>	
281	Rosales	M.	Online Comment Form	<ul style="list-style-type: none"> Property Acquisitions Other 	<p>Dear Sirs; Would you please mail me a printed copy of the project maps? Is there a list of potentially affected properties slated for acquisition? I'd like to get a copy of that list of properties as well. The maps on-line aren't clear enough to decipher the proposed routes and properties affected. I would like a copy of the document that spells out the exact routes proposed, including street names and blocks. Any additional information on the project you can include would also be appreciated. I'm assuming the cost is minimal, but please make me aware if there is an applicable charge due with my request. Thank you for your cooperation.</p>	<p>Please see Master Response #20 regarding property acquisition</p> <p>The design is currently at a preliminary phase and property needs may change as the design develops, particularly as project team members seek to minimize impacts. Please check the project website (http://www.nictdwestlake.com) for an interactive map that shows the alignment and potentially affected properties. Section 4.3 and Appendix G3 of the FEIS provide more information and detail on land acquisitions and displacements.</p>
282	Rose	Emma	Comment Form (One Region)	<ul style="list-style-type: none"> Support General Environmental/Ecological Resources 	<p>I do support this because for me specifically this will save me a lot of time and money. I am just concerned about the environmental impact. Please try not to displace too many animals. I am very excited to see how this turns out. I love taking the train and if it can be made quicker I am all for it. Will ticket prices change?</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>As part of the development of the DEIS, a Natural Resources Technical Report was prepared and it has been updated for</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				<ul style="list-style-type: none"> Other 		<p>the FEIS. Results are summarized in Section 5.8 of the FEIS. No federally-protected species are within the Project Area. Additionally, there are no threats to state-protected plant species in the Project Area. NICTD expects no direct impacts and only negligible indirect impacts on state-protected animal species. The Project would affect 15.97 acres of woodland habitat. To mitigate the loss of trees as a result of construction of the Project, NICTD would continue to coordinate with Indiana Department of Natural Resources regarding the appropriate mitigation for tree replacement.</p> <p>NICTD currently uses a distance-based zone system for ticket prices. That same model would be applied to West Lake fares.</p>
283	Ross	Doug	Email	<ul style="list-style-type: none"> Support 	This project can't happen soon enough. It brings NWI closer together, and it cements our ties to Chicago, economically and culturally. That makes NWI ripe for economic development, bring a potential we haven't seen in a century.	See Master Response #26 regarding support for the Project.
284	Rotatori	Paul	Online Comment Form	<ul style="list-style-type: none"> Support Bicycle/Pedestrian Recreational Resources/Section 4(f) 	<p>This is a much needed expansion of our transit infrastructure within Indiana. More and more people are relocating to the southern parts of Indiana and need a closer public transportation option. Funding for mass transit will serve the public much more than building a new expressway, as the Illiana expressway was proposing.</p> <p>After reviewing the documents within the DEIS I have several specific comments related to active transportation to/from the proposed stations:</p> <ul style="list-style-type: none"> > The new line is going to hug many areas that currently have a bike trail (e.g. the Monon trail) and it appears that all of these bike trails will remain or relocated. This is absolutely critical. We cannot move backwards and break up the great existing trail system that is now in place. > There is no pedestrian bridge/tunnel at the Munster Ridge station, but there is a parking lot on the north side of Ridge when the station is on the south side. This is very dangerous for pedestrians streaking across Ridge to try and catch their train. This crossing is also very dangerous for those using the Monon bike trail, so this is a great opportunity to install a bridge/tunnel for pedestrians and cyclists. A safe way for pedestrians/cyclists has to be included or this station would effectively cut off the entire north side of town from safely accessing this station. > There are a lot of opportunities to include bike lanes on the streets around the stations to make a true Transit Oriented Development (TOD): <ol style="list-style-type: none"> 1) Hammond Downtown Station - Douglas street and Sohl should have bike lanes installed. The Erie Lackawanna bike trail going north should be extended to connect with the Wolf Lake path. 2) Hammond Gostlin Station: Bike trails should be installed along Hohman and Gostlin. 3) Munster Ridge Station: Broadmoor should have bike lanes installed so that people could easily commute to the new station east/west that live north of ridge. 4) Munster/Dyer Station: A bike path should be installed all along Main from the train station to the Pennsey Greenway. And another should be installed along Columbia/Sheffield to connect with Centennial Park. > The Monon trail should be extended straight south from Fisher all the way to the Munster/Dyer station, while hugging the new rail line, since you'll have to get right of ways for the tracks you might as well extend the trail too. > The Erie Lackawanna could be extended from downtown Hammond to follow the train and connect with 	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Responses #9, #10, and #11 regarding bicycle access and safety.</p> <p>See Master Response #25 regarding the Erie Lackawanna Trail.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Hegewisch. > If the Gostlin station is used then the Erie Lackawanna should just be extended with the track right away to connect with the Hegewisch station. > Instead of tearing down homes Aurelio's and KFC should be removed for the station. Plus, it makes more sense for the station to be closer to Ridge road.	
285	Ruane	Sharon	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Roadway Connectivity to Subdivisions • 	I appeal to you- do not connect any direct traffic to or thru seminary avenue or main street. Please keep all of this away from our beautiful community in the Meadows of Dyer. Use space east of Sheffield Please respect the homes and peace of those who Live near the train and parking sites.	<p>See Master Response #4 regarding alternatives to avoid developed neighborhoods.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>
286	Ruciaski	Christiane	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	Why hasn't this happened already?!? It makes Munster look inviting to people relocating. It makes NWI an extension of Chicago. It allows us to take advantage of the entire region. Makes new economic development feasible.	See Master Response #26 regarding support for the Project.
287	Rucinski	Tracy	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	This project is essential to the development of NWI.	See Master Response #26 regarding support for the Project.
288	Rvokenen	Donna	Email	<ul style="list-style-type: none"> • Support 	I am in support of the Hammond Alternative Option #2. This is long overdue.	See Master Response #26 regarding support for the Project.
289	Ryan	Tom	Email	<ul style="list-style-type: none"> • Alternatives 	I see where the IHB route is still on the map. I thought it had been eliminated and there would be one station in North Hammond, for both lines. This is very confusing. I think the city of Hammond should not devote any money to this project until the IHB is removed.	Thank you for your comments. The Indiana Harbor Belt (IHB) Build Alternative was one of the Build Alternatives reviewed in the DEIS and FEIS. This alternative has been eliminated from further evaluation.
290	Rybicki	Cori	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Roadway Connectivity to Subdivisions • Aesthetics/Visual • Property Acquisitions • Property Values • Neighborhoods/Quality of Life • General Environmental/Ecological Resources 	My husband has been a lifelong resident of Munster and we have lived in our current house for about 5 years. My house is one of the proposed houses to be taken in the Westlakes subdivision if option 3 goes through. If it doesn't go through, I am worried that the value of my home will be impacted negatively since the trainline would run right behind my backyard. I understand value can go up but not when you are right on top of it. I also will be adjacent to the parking lot if it is placed just south of Westlakes on the west side of the tracks. I have 3 small children and am concerned about the safety of my children from transient people at a train station. I know most people will be commuters but not all will and I am concerned about the safety, noise and lighting from the parking lot. Will there be lighting on all night long? Is there an ordinance in the town limiting bright lighting that close to residential homes? Also, I would like a solid fence to be considered to block not only the view of the parking lot but also the safety for my children. I would also like many trees and landscaping to be part of the budget not just a few trees. Also, some residents are concerned about Margo connecting to the parking lot if it is placed there. I am opposed to that. If it were to connect, can there be a gate put in place that only residents can enter and leave through that way. People will definitely be trying to cut through and speeding to catch the trains and there are no stop signs nor speed bumps on Margo. At one of the meetings, they told us that it probably would only connect with a pedestrian crosswalk. But now I am hearing at another meeting that some town people would like it to connect. I also would like a solid fence and trees/landscaping to be considered for my backyard and my neighbor's. Our backyards are right on the tracks and with the addition of another rail line and overhead wiring for the south shore I would like a better view and privacy especially since there will be several more trains coming through. Furthermore, I don't see the necessity of the train being placed right next to residential homes in order to bring more people to northwest Indiana. There are PLENTY of people in northwest	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p> <p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #12 regarding green space/trees.</p> <p>See Master Response #23 regarding crime near stations.</p> <p>See Master Response #24 regarding general safety and security.</p> <p>See Master Response #2 regarding aesthetics and visual</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Indiana. I can't even drive on the roads in or out of town right now with the crowded population of Munster and the surrounding towns. How is a large project like this started and already funded locally and stately without any of our say up until now. This project was never brought to the people of Munster and no referendum had taken place. I had no idea when we bought the lot nor when we built, for instance when we applied for building permits were we ever informed that our land could be taken. I feel betrayed and fooled. The people that just built this year right next door and behind us that just bought the house were never informed either. I am not on social media and rely on my town to inform me of such drastic changes in the town, especially those that directly affect me. Again, I am not for this train but would like some sort of resolution on how to proceed further. Thank you.	resources. See Master Response #17 regarding the request for referendum.
291	Sanow	Amanda	Online Comment Form	• Oppose	I am opposed to the Munster ridge road station. We do my need 2 in Munster. Residents do not need to be relocated. The town of Munster did not discuss this with the members of the town.	See Master Response #19 regarding opposition to the Project.
292	Sayed	Aryana	Comment Form (One Region)	• Support	This will be very convenient.	See Master Response #26 regarding support for the Project.
293	Scalchas	Rebecca	Comment Form (One Region)	• Support	Would be amazing!	See Master Response #26 regarding support for the Project.
294	Schneider	Christina	Online Comment Form	• Roadway Connectivity to Subdivisions	I support the train station, but cannot support Dyer unfairly saddled with the parking lot, layover facility, and relocations/lost TOD land. These should be fairly divided between Dyer and Munster. Also, I do not support a Main Street extension, or any modification that increases traffic through the Meadows subdivision.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
295	Schneider	Tom	Online Comment Form	• Alternatives • Roadway Connectivity to Subdivisions	I can support the train station, but the parking should be on the west side of the tracks and in Munster. This would require fewer relocations. Further, if Dyer must have the unsightly lay-over then it should also have the most area for potential TOD development. It doesn't seem right that Munster gets two stations, none of the unsightly development and the best land for future development. Finally, I strongly oppose the extension of Main Street and any curb cut that would allow any traffic in The Meadows subdivision.	See Master Response #8 regarding station locations. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
296	Sculli	Michael	Email	• Support • Roadway Connectivity to Subdivisions • Neighborhoods/Quality of Life	We appreciate the detailed information provided concerning the new NICTD expansion project into Munster and Dyer, the potential economic advantages for the Region are exciting. As with most young families (we have 2 small children), there are choices for where we raise our children and Munster provided a good deal. This kind of project requires many considerations: tax implications, traffic patterns, property values, commute times, etc. Surveys and studies may miss some things, though small in nature have big consequences. For example, we are concerned about the impact to the existing West Lakes neighborhood should the Munster/Dyer station parking lot be constructed west of the CSX tracks. This option will open Margo Lane to all traffic from the west and north which will substantially increase safety risk to our neighborhood children. As you may or may not be aware, West Lakes is unique in that it is the young family hub of Munster with perhaps the largest concentration of small children in the town. West Lakes also hosts ALL Munster Parks soccer games and practices for the town, which typically occur during afternoon peak commuter hours. While we see much potential for a train line, there are serious concerns about keeping our neighborhood private, and safe. We would welcome the consideration of more options that keep traffic on Margo Lane to just the residents and visitors of West Lakes. Thank you again and we look forward to hearing more in the future,	See Master Response #26 regarding support for the Project. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions. See Master Response #15 regarding neighborhood impacts. See Master Response #23 regarding crime near stations See Master Response #24 regarding general safety and security.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
297	Sejda	Barbara	Email	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Automobile Traffic • Roadway Connectivity to Subdivisions • Property Values 	<p>I attended the Dyer meeting on Tuesday, 1/18/17 I live in The Meadows on Sunflower Lane. It appears there is no plan to have this street connect with the proposed parking lot. However, Seminary Road will connect. This will bring much more traffic thru our subdivision. I would prefer that there be NO street in our subdivision that connects to the parking lot or the walkway or the actual station. By the same token, the traffic on Sheffield will be dramatically increased; I see no way to avoid this so I would like to suggest that we have a stoplight installed at the entrance to our subdivision so we can get in and out easily. Won't the pedway under the tracks be expensive? Wouldn't it be easier and cheaper to keep the station and parking east of the tracks? I saw that someone in Hammond suggested a multilevel parking structure to reduce the footprint on this area. Would that be feasible here, east of the tracks? Do other studies show whether having a station so close increases or decreases property values? What happens if the federal grant is not approved? Does the project go forward with the cities expected to pick up the rest of the cost? Thank you for hearing my concerns</p>	<p>See Master Response #29 regarding congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions. See Master Response #13 regarding funding. See Master Response #21 regarding property values.</p>
298	Senteno	Rogelio	Online Comment Form	<ul style="list-style-type: none"> • None 	[BLANK]	No response required.
299	Shalda	Diane	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	<p>The DEIS and Evaluation fail on several accounts: The stated purpose is to increase trans. options for central and southern Lake County. Neither Dyer nor Munster nor Hammond are located there. A more central route thru the County could use existing rail corridor roughly along Kennedy Ave., eliminating need for ROW upgrades and build outs. The old Monon ROW is owned publicly, but will require complete rebuilding, as opposed to current active freight lines that also intersect the South Shore Electric Line. (Using that name for convenience only. You know what I mean.) The Preferred Alt. route (#2) blithely runs over and thru sites on the Nat'l Historic Register. You say that we'll get some other building to take their place. Mocking the Register and its process which has been established for decades. You mention Wetland Conservation without establishing any plan other than "buying credits", thereby mocking the conservation policies also in place for decades. You have yet to make provision for electric power stations along the proposed line. These will also directly impact homeowners in Munster and possibly Dyer. You insist upon Electric trains, which is, after all your current business, without addressing the use of diesel locomotives along this proposed line. The proposed Ridge Rd. station destroys a residential neighborhood and increases traffic in an already-crowded area (at least in rush hours). The Dyer/ Munster terminus effectively destroys a smaller neighborhood in the name of greater good. You mention 7000 daily riders without providing info on their boarding place. I submit to you that there are not now, and will not be in 30 years, 7000 riders in Dyer/Munster who have a desire to travel to jobs in downtown Chicago. In addition, a bit of arithmetic shows that the proposed option #2 is the highest cost to build and to continue to operate. This leaves a deficit of \$2350 per rider on an annual basis, when one presumes total ridership pays full fare using a monthly pass (using total ridership as twice the round trip figure). So, we have a built-in deficit, built-in surface or community roadway upgrade costs, and built-in added congestion for a possible 150 riders per train. Does Federal money promise to cover all that? We all know better. Your plan, of course has a lot of issues with Hammond and Hegewish. These can be dealt with, I suspect, more easily than the proposed Maynard Junction problem. You have seemed to gloss over this issue. If we think 20-24 trains daily is not an issue at Maynard, we have not spoken to the folks at CN and at Amtrak and CSX. Your plan says you will fly over Maynard. Above, there are 2 sets of high tension power lines. Below, about every 10 feet is a pipeline of some description. Your engineers will be hard-pressed to find adequate space for proper bridge footings. When found, you will then have to use bridge spans far longer than "normal", costing far more in building cost than you seem to have</p>	<p>See Master Response #19 regarding opposition to the Project. See Master Response #22 regarding purpose and need for the Project. See Master Response #13 regarding funding. See Master Response #15 regarding neighborhood impacts. See Master Response #8 regarding station locations. See Master Response #14 regarding wetlands. See Master Response #33 regarding ridership estimates. Section 4.6 of the FEIS documents the Section 106 Consultation completed for the Project. The FEIS Preferred Alternative would result in an adverse effect on one historic property, the OK Champion Building located at 4714 Sheffield Avenue in Hammond, IN. Mitigation measures are discussed in Section 4.6.4 of the FEIS. Mitigation would not eliminate adverse effects on historic properties but would be implemented to reduce adverse effects on historic properties. FTA and NICTD would undertake these measures as stipulated in the Memorandum of Agreement that was developed with input from FTA, NICTD, DHPA, IHPA, and</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					budgeted. You plan to bridge 2 separate tracks, if the new line goes West of CSX. If you stay East of CSX, you have to move or lose a couple of warehouses and several homes near the Munster/Dyer border. Still, building the 53rd St. station will just add to that home loss. Your proposal seems obvious in its desire to make some use of your planning services, even after the people in the south and central portions of Lake County have refused your plans. (Yes, your work has been done rather well, and we thank you for that.) The proposed plans, however, do not properly address the needs, even the perceived possible needs, of the areas you are here covering. Dyer has an Amtrak station with daily Chicago access. Munster is seeking Town growth, wherever it thinks it might find it. Munster, however, has done no study of its own on possible jobs or workplace transportation for possible future residents. They are believing your figures on ridership, without questioning the infrastructure cost that the Town will have to bear or the tax burden that its residents will incur when the built-in operating deficit of this plan finally shows up. Why is this plan more cost-effective than a Light Rail alternative? Suburban Chicago people quite often have Metra busses running from town train stations. Why is this plan more cost-effective than busses from a (any) Hammond station? Who pays for these deficits until ridership increases enough to cover costs? Who is accounting for coming changes in workplaces and the general idea of working from home via computer. This NEPA plan costs too much, destroys too much of business and neighborhoods and environment, and depends upon old, in-place technology to solve future problems. (Of course, the old technology is what is paying for you to do all this planning.) I see almost zero good in this proposal.	other Section 106 consulting parties (see Appendix B of the FEIS).
300	Shareef	Steven	Comment Form (One Region)	• Roadway Connectivity to Subdivisions	TOD's plan to connect Margo Lane to parking lot/Dyer is horrible. Any proposed changes to Margo Lane MUST be discussed with West Lake residents. Traffic MUST be kept off Margo especially if parking lot is connected to Joe Orr Road.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
301	Sherman	Sandra	Comment Form (One Region)	• Americans with Disabilities Act	What about handicapped access to and from the platforms?	See Master Response #1 regarding ADA facilities.
302	Sikora	Paul	Online Comment Form	• Support	Sign Munster up for economic opportunities. We need transportation solutions to boost us into being a compelling township of the future.	See Master Response #26 regarding support for the Project.
303	Silaj	Susan	Email	• Property Acquisitions	I live at 10206 Allison Road in munster, ind. When is my home being purchased by the nictd? And what will the purchase consist of. Thank you.	See Master Response #20 regarding property acquisition Appendix G3, Acquisitions and Displacements/ Economic Assessment Technical Report , of the FEIS details the types of acquisitions, potential locations, and process for acquisition. The Project design has not yet been finalized; therefore, property needs could change as the design develops, particularly as NICTD seeks to minimize impacts. However, page 2 of 18 in Appendix A to the <i>Acquisitions and Displacements/ Economic Assessment Technical Report</i> shows that your house at 10206 Allison Road is anticipated to be acquired for the project at this time. NICTD will contact you as the project develops to provide more information if your property is still needed as the Project design progresses.
304	Silaj	Susan	Email	• Oppose	I live in one of the town homes in Munster that is scheduled to be leveled and so I will be losing my home. I am 57 years old, on my own and have a very reasonable mortgage here. I was very excited when I first moved	See Master Response #19 regarding opposition to the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					here about 2.5 years ago because I wanted to see the subdivision fill in with houses and families. The first summer three houses were built. The next summer none were built and it's been that way since. Of course it's due to citizens learning about the West Lake Project. I rode the South Shore for 24 years to/from Chicago every day. I drove from Munster to Hammond. It was about 15 minutes to get there and I never had a problem with it. Why do you want to turn Munster and Dyer and perhaps beyond that into a crime ridden area. That's all that this railroad is going to bring. All of these beautiful homes will be burglarized, the cars in the train station parking lots will be stolen or vandalized, there will be physical attacks, etc. It makes me physically sick to think of what is going to happen to this lovely area along with Dyer and beyond. Can't there just be one piece of land left for our wild life to enjoy? Can you let the people who have bought their homes and barely scrape by keep their homes? There is no need for this extension. Many people work from home now and there are many that drive downtown now because the trains are so full of crime and not dependable. Please leave our neighborhood and citizens alone.	See Master Response #23 regarding crime near stations See Master Response #24 regarding general safety and security.
305	Simmons	William	Online Comment Form	• Automobile Traffic	Which, if any streets will be closed in Hammond? From 165th St. to Waltham, the corridor has 6 grade crossings. It is unacceptable to close any of these cross streets.	See Master Response #28 regarding vehicle access and street connectivity.
306	Skiba	Walter	Email	• Support	I completely support West Lake South Shore expansion. It will supply a much needed boost in public transportation opportunities in northwest Indiana.	See Master Response #26 regarding support for the Project.
307	Smit	Julie	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Noise/Vibration • Aesthetics/Visual 	<p>I am a home owner in the Westlakes neighborhood. I would like to record my plea that Margo Lane NOT connect to the proposed parking lot site. I do not have children living in our home, but I enjoy seeing children riding their bikes and waiting for the bus safely. I believe that commuters would be rushing to make the train and speed down Margo Lane. My hope was that the parking lot would also be located on the east side of the train track, which actually would make the most sense. I was told at the last meeting that this will not happen. Therefore, I ask that you please do not connect to Margo.</p> <p>Also, for my neighbors who live on the south side of this neighborhood, I would hope that you would include a tall wall on the north side of the lot to provide safety and decrease the noise from the parking lot patrons. Nice greenery would also be appreciated north of the wall to make it appealing.</p>	<p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p> <p>See Master Response #18 regarding noise and vibration.</p> <p>See Master Response #2 regarding aesthetics/visual resources.</p>
308	Smit	Steven	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Roadway Connectivity to Subdivisions 	I would like the parking lot to be placed on the East side of the tracks near the proposed platform. It seems to make sense that it be an easy walk to the platform. If the parking lot is placed on the west side of the tracks, please do not connect to Margo Lane. Margo was designed for 25mph traffic. Commuters will be tempted to speed down Margo when they are running late for the train and this would be unsafe. This neighborhood has been a nice, quiet place to come home to after work and I would hate to this change.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #31 regarding connectivity of Margo Lane.</p>
309	Smith	Ross	Online Comment Form	• Oppose	Anyone who has seen the congestion caused by a South Shore Station should be alarmed. Add parking problems to the traffic problems then ask who will benefit. Note the cost will result in increase debt to the towns which will fall on the property owners. Why would maintenance become the responsibility of the towns? This political pork barrel will ruin our towns bringing: noise and vibrations, congested traffic, higher taxes and the famous eminent domain to steal our houses and wreck neighborhoods we have enjoyed for a lifetime. Let the people affected vote on this projection. Citizens in Munster and Dyer this will not benefit you as claimed. As for the cost when has the government ever built something without going over budget!	See Master Response #19 regarding opposition to the Project.
310	Smith	Ross	Online Comment Form	• Oppose	Trains choked Hammond for years why would anyone want them in their towns. Why should my home be stolen by the south shore to give people in other towns an easier access to crime capital of Chicago. Look at the area around existing stations. Nobody wants noise, crime, traffic congestion just for convenience of some. Why ruin my neighborhood, steal my house..just for political pork to satisfy spending money which will cost more from tax payers in the future. Stop the political boondoggles and think about your home. Do we really need to save 10	See Master Response #19 regarding opposition to the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					minutes it takes to drive to existing stations at the cost of our environment and money. What are the ramifications of this "free government money" the south shore will be a money pit requiring constant feeding. The where will the benefit to Dyer be when its disposed population move out along with the taxes they paid to the town. Who wins and who loses. Think about it and who is pushing for the SS to be extended. Politicians do not have the best interest of the people if they support this government pork.	
311	Smith	Ross	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Automobile Traffic 	I have looked at your maps and the pretty drawings but you fail to realize the unbelievable traffic congestion you will create. From RT 30 to Calumet Ave to Main St or Sheffield and 213th street. You show lots for 1700+ cars but how do they get to the SS and home from the SS. Those poor fools that think they will save time coming to Dyer will find the traffic appalling and aggravating. Add to that the cost for all of us in NW Indiana and it is a very bad idea.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
312	Smolar	Kylie	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	This is super exciting. Improving our views on public transportation can have a great impact not only on one's accessibility, but one's environment	See Master Response #26 regarding support for the Project.
313	Soga	Rich	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic • Roadway 	Sheffield Ave in Dyer is in terrible shape. How much more damage will the added traffic have on the road in Dyer?	If the addition of commuter traffic reflects a decrease in operations, NICTD would be obligated to make roadway improvements to restore acceptable operations. The Traffic Technical Report has been updated to define impacts due to community growth versus impacts due to commuter traffic. See Appendix G2 of the FEIS.
314	Sons	Kelly	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	<p>I am a resident, homeowner that lives on Harrison Ave in Munster, IN. The proposed parking lot and station are to be in my back yard. I would just like you to know that we know that the train is coming and there is not much we can do about that. My family is completely opposed to the station and parking lot. There is no way that this is acceptable. Right now we look out at beautiful open space that is peaceful. There is wildlife that lives there that we watch all year long, even some that migrate into the area in the summer. It is a peaceful neighborhood and that is what brought us to this area of Munster when we moved here. If you put in your proposed lot and station that will disrupt everyone's way of life and lifestyle as well as mental and physical health.</p> <p>We have a pool and patio in the yard which is where we like to go for our privacy and well being. We do not want to listen to car doors, snow plows, people talking as well as the garbage that will be thrown in our yards. Not to mention the car alarms that will be going off and the lights that will invade our privacy. Our bedrooms face out to the proposed lot and this is unacceptable to have people looking in and invading our privacy. We should not have to deal with the day to day goings on, as we moved here for peace, privacy and quiet.</p> <p>Also the proposed tax increases are unacceptable!!!! I can't believe that you can just think of us backed up to this proposed lot as collateral damage. We are families, we have built our lives here. I understand progress but why should yours take precedents to ours. What will you do to make our lives livable. There is no fence or wall or landscaping that will change any of this.</p> <p>If we are forced to move, there is no place in Munster that we can go and have what we have built up. At our age we should be in our forever home and not have to worry about any of this, and that is where we thought we were.</p> <p>There are plenty of other options for you, but not for us. You can simply not put the station in here, or move it to a less populated area where you won't disrupt as many lives. This project will also effect the traffic pattern on Ridge Road and not in a good way. There are already three stop lights within a two block distance. We also do not want people parking in front of our houses.</p> <p>You seem to have all the answers that suit you and the ears of the people that use this train but what about us?</p>	See Master Response #19 regarding opposition to the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>You are planting this beautiful bed of roses that is good for you but you are using our land and neighborhood to plant it and are fertilizing it with BS!!</p> <p>Stop stringing us all along, grow up and make your decisions so we can all move forward. Think of the children that you are effecting, where they go to school, how they live, their way of life. They are what we as adults live for is our children. We moved into this area to better their lives and that is what we have done and are doing. How is it right that you can just come in and change those decisions for us?!!!</p> <p>Obviously this is just a business dealing for you and you are not thinking of the damage that will be done. You better make this right with the people of this area, some how some way!! Listen to us. Please don't just go through the motions of taking our comments and brushing them under the table just so you can say you listened! Truly listen with your hearts not your pockets. Think and make decisions as if it was your back yard and life.</p>	
315	Stankiewicz	Ted	Comment Form (One Region)	<ul style="list-style-type: none"> • Alternatives 	<p>I currently commute approx. 20 min by car to reach the existing Hammond Station though I live five blocks from the proposed Ridge Rd Munster station, which would be more convenient. However, offering extended service into Munster/Dyer would provide all the proposed increases and would justify extending the east (?) corridor line further into such areas as Valpo, etc.</p>	<p>See Master Response #8 regarding station locations.</p>
316	Stickley	Robert	Online Comment Form	<ul style="list-style-type: none"> • Property Acquisitions • Other 	<p>At the Ridge/Manor station location all parties, both business and citizen should be considered with the same values, rules and actions and none should be exempt from action.</p> <p>A business should not have "rights" greater than that of a citizen. In all instances, a decision should be made on human impact before economic impact on the Town of Munster.</p> <p>Under current plans, the businesses of "Aurelio's Pizza", "Kentucky Fried Chicken", and "Speedway" gas station are to remain in place, while a parking area is created by the removal of single family homes further South of the proposed station extending to Briar Lane.</p> <p>Considering that the actual land use of these properties is essentially already parking it seems to make sense that the business removal and continued use of the land for parking is obvious.</p>	<p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and parking are shown in Section 3.6 of the FEIS; no homes would be acquired for the station or parking in this area.</p>
317	Stickley	Robert	Online Comment Form	<ul style="list-style-type: none"> • General Environmental/Ecological Resources • Other 	<p>I encourage NICTD to NOT use the existing green space located on Manor Drive, North of Ridge Road for overflow parking for this project.</p> <p>The homes that were formerly located on this now vacant lot were condemned by the town of Munster so that this area could be used as a "park". The town's original complaint against these homes and the reason for their condemnation and owner's removal through eminent domain was that these houses were in poor repair. In truth, these homes were low income housing that the Town of Munster considered an eyesore.</p> <p>As time has passed, it becomes clear that the transparent reason that these homes were condemned and their low income owners and tenants were removed is that the Town of Munster had already planned on the Ridge/Manor parking area for South Shore Expansion.</p> <p>This land should be used for the stated purpose that it was condemned and seized for. Please allow this land to be used as a Park as it was intended and NOT a parking lot.</p>	<p>The Monon Railroad corridor was jointly acquired in 1993 by the City of Hammond, the Town of Munster, and NICTD for the purposes of extending the South Shore Line (SSL) and implementing a multi-modal corridor. Sections 4.2, 4.3 and 4.5 of the FEIS address the vacant land along Manor Avenue. NICTD was not involved in the condemnation of the homes along Manor Avenue. The Munster Ridge Road Station and parking are shown in Figure 3.6-3 of the FEIS. The Town of Munster has approved the station location and parking.</p>
318	Stricker	Lou	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	<p>Build it and we will ride! Can't wait for the realization of this project. Aug if 2022 is not soon enough!</p>	<p>See Master Response #26 regarding support for the Project.</p>
319	Swetlik	James	Email	<ul style="list-style-type: none"> • Oppose 	<p>Hello.</p> <p>My name is James Swetlik and I live at 225 Evergreen Lane in Munster Indiana, I have just heard about this rail expansion plan - I do not read the local papers and there are no local TV stations that I receive that would have informed me about this terrible plan that is in the works. I feel you have done the bare minimum to inform people about this plan. I have talked to my neighbors and they also have had no idea nothing like this was going on.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the public involvement process.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>I have lived in Munster for 20 years and have raised two children here. My wife and I moved here from Hegewisch and know first hand that living by the commuter rail system brings traffic congestion, and lowers property values due to people selling there houses because they don't like the change. These properties are bought up by others to become rental properties.</p> <p>I have seen this before when the Chicago airport was to be built in Hegewisch everybody was in limbo not making any improvements to there homes due the fact they might be torn down to make room for the airport. I see this happening in Munster and Hammond.</p> <p>I'm against this rail expansion into my town and will rally my neighbors to attend your meetings and contact elected officials to voice our concerns.</p>	<p>Chapter 9 of the FEIS details public involvement activities.</p>
320	Szala	Kathleen	Online Comment Form	<ul style="list-style-type: none"> Property Acquisitions Other 	<p>What type of barrier will be built between the overflow parking lot on Manor north of Ridge and the duplexes on the east side of Highland Place? Will these duplexes be obtained by the project for removal?</p>	<p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #2 regarding visual screening.</p> <p>Currently the duplexes on the east side of Highland Place would not be acquired.</p>
321	Szala	Kathleen	Online Comment Form	<ul style="list-style-type: none"> Property Acquisitions Property Values 	<p>Will homeowners along the rail line and parking lots have any support if they are not able to sell their homes at the pre-train values?</p>	<p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #21 regarding property values.</p>
322	Szczucki	James	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	<p>I LIVE IN DYER INDIANA IN THE MEADOWS SUB-DIVISION. I UNDERSTAND THAT THE NEW SHORE STATION MIGHT BE CONNECTED TO MY SUB-DIVISION. I STRONGLY OBJECT TO THIS PLAN. IT WILL CREATE TOO MUCH TRAFFIC IN OUR SUB-DIVISION, MAKING IT VERY UNSAFE, ESPECIALLY FOR THE CHILDREN.</p>	<p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>
323	Tanis	Mary	Online Comment Form	<ul style="list-style-type: none"> Automobile Traffic Bicycle/Pedestrian 	<p>Since Dyer is the endpoint, the issue from our residents are numerous. Transportation and security are at the forefront. Our first responders will require to upgrade services. Funding services should be part of the budget. Transportation to and from the station must also be considered. There does not appear to provide bike paths and bike storage in any of the plans. Bike paths must be provided in a 5 mile radius.</p>	<p>See Master Response #10 regarding bicycle access.</p> <p>See Master Response #28 regarding emergency response vehicle access.</p> <p>NICTD believes that the Project would spur economic activity and bolster the local economy, providing a new revenue stream to support such services. The rail service should be viewed as an enhancement to the community for which local police, fire and EMS should be provided.</p>
324	Tanis	Mary	Online Comment Form	<ul style="list-style-type: none"> Funding/Taxes/Referendum Property Values Bicycle/Pedestrian Public Involvement/NEPA Process 	<p>Dyer is unique in the fact that it has not succumbed to franchises and responsible growth. The neighborhoods are already affected by speculators hoping to cash in on housing for those using the South Shore. My concerns are surrounding the residents and the Town of Dyer. Who will insure homeowners will not lose money on selling their homes? Who will support the maintenance of the roads surrounding the town? More transportation issues will change Dyer in general. Bicycle paths must be installed in a 5 mile radius of the station. Who is going to fund this? The cleaning facility must be built and maintained by the South Shore and be up to the standards of the Town of Dyer. Schools are directly affected by the changing demographics of the children. Has anyone included the Lake Central School Corporation Superintendent? I appreciate all of the meetings and appropriate opportunities for responses.</p>	<p>See Master Response #13 regarding funding.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #10 regarding bicycle access.</p> <p>See Master Response #16 regarding the public involvement process.</p> <p>The cleaning facility you refer to is the called the layover facility in the FEIS. The Layover Facility previously proposed for the Munster/Dyer Main Street Station has been moved to</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						the City of Hammond alongside the Maintenance Facility. The southwest corner of Main Street at Sheridan Road would still need to be acquired for the project, but would include ADA parking, a "Kiss-and-Ride" facility, water detention, and a power substation. Figure 3.6-3 of the FEIS depicts the current Munster/Dyer Main Street Station plan.
325	Tarin	Jim & Cindy	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions Aesthetics/Visual Water Resources 	Will storm runoff analysis be part of the environmental impact study to determine the potential of flooding within the project area? Will there be separation between the station and The Meadows Subdivision by berms or fencing? We do not want any connection of streets from The Meadows subdivision to the station or parking area. Plan 2 seems to be the best option for the Dyer residents with some tweaking.	<p>See Master Response #2 regarding aesthetics/visual resources.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p> <p>Stormwater management is part of the project. Efforts would be made to maintain direction of stormwater runoff and discharges and minimize flow diversions within the project limits.</p>
326	Taylor	Connie	Online Comment Form	<ul style="list-style-type: none"> Oppose Public Involvement/NEPA Process 	<p>Nov 2016 at the Kenwood School meeting in Hammond we were told there would be a follow up meeting in January. There were meetings but none in south Hammond. I did receive a post card stating there were going to be Public Hearings on 1/17 in Dyer, 1/18 Irving - north Hammond and 1/19 in Munster. According to the dictionary a public hearing is an opportunity to speak. I attended the Munster hearing on 1/19 and it was not a hearing, it was an open house. People were outraged. There was not enough parking; many people had to park illegally along the side of the entrance road.</p> <p>I oppose the South Hammond station. I feel it is not necessary. There is one in North Hammond, another in East Chicago which is not far and with the one in Munster which would be approximately 1.5 miles away. It is over kill. I do not want the extra traffic in my neighborhood.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the NEPA and public outreach processes.</p>
327	Taylor	Paul	Online Comment Form	<ul style="list-style-type: none"> Oppose 	I totally disagree with this project. We were told 18 years ago that phase three in the West Lakes subdivision in Munster would be up scale residential. Now it will be a train station, train repair facility and parking lot. I do not believe this will be good for Munster or our property values.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. It is located near Manor Avenue. See Figure 3.6-4 in the FEIS for the current Munster Ridge Road Station plan.</p>
328	Taylor-Brown	Rondalyn	Online Comment Form	<ul style="list-style-type: none"> Oppose 	I am not in favor of this proposal, there are families and many retired seniors that live in these homes, of which I am one of those seniors. We have a friendly quiet neighborhood, bring this project in would increase our taxes, raise crime, increase traffic issues, there are young children that live and play in our neighborhood and would restrict them from playing on our sidewalks, further risking their and our safety, family have many outside activities ie. bike ridding walking the family dogs, walking to a neighborhood park. This project would remove those activities, So I vote "NO!"	See Master Response #19 regarding opposition to the Project.
329	Tioco	Jeff	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	I am a resident in the West Lakes subdivision in Munster, IN. I have three small children who enjoy the neighborhood with their friends. My family oppose the option of connecting Margo Lane to the parking lot of the proposed West Lake Corridor Project as this will significantly affect the safety of our families in West Lakes. We already see an increase in traffic from vehicles looking for a "short cut" when there is a train on 45th or an event at the church on 45th and Margo. We also know that vehicles do not abide by the 25 mph speed limit in the neighborhood.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					If Margo is connected to the parking lot, our neighborhood will be exposed to speeding vehicles trying to catch the train. Also, crime in our neighborhood is low, and I believe exposing our homes and families to added traffic may lead to more crime. Utilizing an existing public street (i.e. - Sheffield) on the east side of the tracks makes more sense to me as the subdivisions on the east side are gated from the busy street. Please listen to these concerns as you move forward with the project. Thanks.	
330	Triezenberg	Fred	Online Comment Form	• Support	I just attended the Lake County on Track breakfast informational meeting at the Wicker Park Social Center. I was very pleased and impressed by the presentations of Tom, Mike and the woman whose name I can't remember. I believe that this project is vital for the future of Northwest Indiana. I support it wholeheartedly!	See Master Response #2 regarding support for the Project.
331	Turner	Kelly	Comment Form (One Region)	• Support • Roadway Connectivity to Subdivisions	Very supportive of train project, however very opposed to having Margo Lane opened at south end. As a resident of West Lake subdivision, I feel this would be a safety issue and create a thoroughfare for traffic.	See Master Response #26 regarding support for the Project. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
332	Unknown	Candy	Online Comment Form	• Oppose • Noise/Vibration • Neighborhoods/Quality of Life	I feel this project is WRONG. Bringing the train to our community is going to ruin out town and homes. Noise pollution and excess traffic. Our town is already is noisy with train horns and airplanes and helicopters. I thought Munster was working on making our community better. The 45th street project was going to ease congestion. What a joke! If this train comes into our town traffic is going to get worse. I thought Munster had an image to uphold. This project is a DIRTY shame. The area is going to go to the dogs. OH, that's right. I'm sure none of Munster's officials live near the train tracks. Trains bring nothing but filth and noise. Who wants to live by a Project that will have horns, vibrations, and noise from a layover yard right by their house. SHAME ON YOU FOR RUINING OUR COMMUNITY!!! Munster used to be the place to live for schools and the wonderful community. NOT any more. Schools are going to POT and the community is following in it's footsteps.	See Master Response #19 regarding opposition to the Project. See Master Response #18 regarding noise and vibration impacts. See Master Response #15 regarding neighborhood impacts.
333	Unknown	Chad	Online Comment Form	• Alternatives	It is harder for people south of route thirty to get to a train station. It would actually make a lot of sense to bring the train further south so commuters don't have to drive, that's the whole point. Hammond already has a station and east chicago, so munster, griffith and highland don't have far to go already. Now the person making the decision not to come to st john/lowell is not thinking that decision through. All the new construction is taking place SOUTH of route thirty. You're missing the train not extending the train. I've been taking trains to the city for twenty years from all the various stations. Choosing to go to dyer is doing the project half ass.	See Master Response #8 regarding alternative station locations. As stated in Section 2.2.2.2 of the DEIS, the alignments by alternative were evaluated from cost, feasibility, and freight railroad acceptability perspectives. The analysis concluded that the alignment between the Town of Dyer and Town of St. John should be dropped from further consideration primarily because the estimated capital cost would have exceeded the funding that has been identified for the Project; however, an extension to the Town of St. John could be considered in the future. The design of this Project does not preclude an extension to the Town of St. John and points further south.
334	Unknown	Dave	Phone	• Property Acquisitions • Other	I have a home at the 200 Block of Hanover Street in Hammond. I heard that you are already approaching people discussing acquisitions. I would like someone to follow-up with me regarding process and whether my property is one to be acquired. My number is 219-484-9742.	See Master Response #20 regarding property acquisition. NICTD cannot start the acquisition process until the Record of Decision is approved. Information regarding land acquisitions and displacements is discussed in Section 4.3 of the FEIS.
335	Unknown	Frances	Phone	• Oppose • Alternatives	Opposed, Please put relay station east of tracks not through our subdivision.	See Master Response #19 regarding opposition to the Project. The Project tracks are currently proposed on the east side of

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						the CSX track in the Munster/Dyer Main Street Station area.
336	Unknown	Heather	Online Comment Form	<ul style="list-style-type: none"> • Support • Socioeconomics 	I support the NICTD WLC project. I think it will increase property values and bring jobs to the region. It's likely those opposed will scream the loudest their unhappiness about the project but please don't let that put an end to the project.	See Master Response #26 regarding support for the Project.
337	Unknown	Jacob	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	Please do not do this to this community....they don't deserve this	See Master Response #19 regarding opposition to the Project.
338	Unknown	Katelyn	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Neighborhoods/Quality of Life 	I have a few things to say about the train coming through in Munster. I am very upset about this train coming through my back yard. I moved here a few years ago to get away from a train and i came here thinking i would be able to stay in this house and stay in a school but now you want to put a parking lot in my backyard and i wont be able to build my child hood in a place, I also wont be able to go outside in my backyard and have private backyard where i can play and swim but now i would have people looking in my window in my room every night and looking in my backyard, and i also do not want all the lights the car doors the horns etc. Not even will it change all that i will have to go to a new school after i just moved into this school thinking i would be able to stay and make friendships. So please consider this and how many family's life's you would be changing, we do matter.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
339	Unknown	Michelle	Phone	<ul style="list-style-type: none"> • Oppose, Safety/Security 	I am opposed to connecting our subdivision to this project because of the danger to young children and the elderly. I feel their safety will be seriously compromised.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Comment #24 regarding safety of local residents.</p>
340	Unknown	Paul	Email	<ul style="list-style-type: none"> • Public Involvement/NEPA Process 	Is there any online source for all this project information like drawings, Etc.?	<p>See Master Response #16 regarding the public involvement process.</p> <p>Project information, including maps, are available at: www.nictdwestlake.com. The website will continue to be updated as new information is available.</p>
341	Unknown	Rick	Phone	<ul style="list-style-type: none"> • Roadway 	Rick: I have a question regarding this project and the roundabouts which have taken three years, I would like someone to get back with me. 219-931-5277.	Information regarding the Chicago Street Widening and Reconstruction Project can be found at: http://www.gochicagostreet.com/ . The Hammond Gateway Station discussed in Figure 3.6-6 of the FEIS shows the design and parking for the West Lake Corridor Project.
342	Unknown	Samantha	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Safety/Security 	I am absolutely opposed to Margo Lane being opened up as a through street. This poses an incredible danger for our families and children as speedy is an issue already. We are not in favor of this and only support the train if Margo Lane doesn't open up.	<p>See Master Response #31 regarding connectivity of Margo Lane.</p> <p>See Master Response #24 regarding safety of local residents.</p>
343	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Support 	In support of project but there were too many cars parked and they could not get any additional information.	See Master Response #26 regarding support for the Project.
344	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Alternatives 	I do not like placing this project through a residential district, which will displace residents, why not place it in a commercial district?	See Master Response #4 regarding alternative alignment to the east to avoid neighborhoods.
345	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Public Involvement/NEPA Process 	Hello, I am looking for the website, I saw an article by Andrew Steele which said that the Westside alternative was already selected. I understood that no decision had been made. If this is the case and you have already selected where this will go, I am extremely distressed. This seems like the most expensive option. I wish there	The FEIS Preferred Alternative is the Hammond Alternative Option #2. While cost is a factor in the selection of alternatives, other factors such as constructability and

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					was more information. Has a decision been made?	environmental impact are also evaluated. The FEIS Preferred Alternative offers the least environmental impact for the cost. The DEIS and appendices, the FEIS and appendices, and additional Project information, are available on the Project website at: www.nictdwestlake.com.
346	Unknown	Unknown	Email	• Other	The travel time from Hammond to Chicago is 44 minutes – yet you claim with this project the travel time from Dyer will be 47 minutes. So travel time from Dyer to Munster will be 3 minutes? How is that possible?	Table 3.2-2 in DEIS provides the comparison of driving time from proposed stations in each alternative to Millennium Station with the DEIS NEPA Preferred Alternative time. Drive times from the South Hammond Station and Hammond Gateway Station (Both part of the Build Alternative) are 72 and 59 minutes, respectively and the Project travel times would be 39 and 29 minutes, respectively. The Munster/Dyer Main Street Station and the Munster Ridge Road Station are less than 3 miles apart and the Project speed is 60 miles per hour, so the time shown in the table (4 minutes), is correct.
347	Unknown	Unknown	Email	• Other	How do you big shots feel about getting left out in the cold when Chicago gets a billion dollar gift for their commuter upgrade?	Thank you for your comment; it is noted for the record.
348	Unknown	Unknown	Comment Form (One Region)	• Other	600 million fed/state investment; 5,000 New jobs: 2,700 Temp construction; jobs; Clark road; New hub in Miller; prevailing wage for construction	Thank you for your comment; it is noted for the record.
349	Unknown	Unknown	Comment Form (One Region)	<ul style="list-style-type: none"> • Support • Alternatives • Property Acquisitions • Socioeconomics • Bicycle/Pedestrian 	We need the West Lakes extension! It will bring economic development to downtown Hammond and the region in general. I would like to see adequate bicycle lane access to all stations. My one question is will it be a single track down to dyer? There is minimal space from Ridge to Fisher in Munster and was wondering if any houses will be affected. Thank you for the presentation and the transparency.	<p>See Master Response #26 regarding support for the Project.</p> <p>Sections 3.4 and 3.6 of the FEIS discuss existing and proposed bicycle facilities and how the Project would interact with them. Northwest Indiana Regional Development Authority (RDA) and NICTD, in coordination with the City of Hammond, Town of Dyer, and Town of Munster, have completed an FTA-funded pilot program for transit-oriented development (TOD) planning. Through this program, NICTD, RDA and the communities examined ways to foster multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, engage the private sector, and identify infrastructure needs near the Project stations. The West Lake TOD study was completed in September 2017 and is included as Appendix F in the FEIS. Bicycle parking and locking facilities would be provided at stations.</p> <p>The FEIS Preferred Alternative is single track throughout as discussed in Section 2.4.2 of the FEIS. There would be two sidings, one near the center of the proposed alignment north of I-80/94 and one north of the Munster/Dyer Main Street Station.</p> <p>Property acquisitions have been refined and are included in</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						Section 4.3 of the FEIS. Maps of the acquisitions are included in Appendix A within Appendix G3 , the <i>West Lake Corridor Project Acquisitions and Displacements/Economic Assessment Technical Report</i> . There would be no residential acquisitions between Fisher Street and Ridge Road.
350	Unknown	Unknown	Comment Form (One Region)	• Support	You've done your homework. Great project. Go for it!	See Master Response #26 regarding support for the Project.
351	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Oppose • Public Involvement/NEPA Process • Alternatives, 	Munster Resident: I am against this project. I work evenings and since all the school meetings are in the evening, I cannot attend. My comment is, off Ridge Road at Manning would be a poor location choice. I hope I will be getting more information.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station locations.</p> <p>See Master Response #16 regarding the public outreach program.</p> <p>The Layover Facility previously proposed for the Munster/Dyer Main Street Station has been moved to the City of Hammond alongside the Maintenance Facility. The southwest corner of Main Street at Sheridan Road would still need to be acquired for the project, but would include ADA parking, a "Kiss-and-Ride" facility, water detention, and a power substation. Figure 3.6-3 of the FEIS details the current Munster/Dyer Main Street Station plan.</p>
352	Unknown	Unknown	Phone	• Oppose	Opposed to 9 mile rail expansion.	See Master Response #19 regarding opposition to the Project.
353	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Oppose • Safety/Security 	I am opposed to this project because Chicago has the highest crime rate for any city in the country and this will further connect us to the city which we moved from. Do not connect the Meadows Subdivision	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #31 regarding connectivity of Meadows Subdivision.</p> <p>See Master Response #24 regarding safety of local residents.</p>
354	Unknown	Unknown	Phone	• Support	Dyer resident approves all extensions to parking lots, road ways, etc., and thinks this project is a great idea.	See Master Response #26 regarding support of the Project.
355	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Oppose • Roadway Connectivity to Subdivisions 	Opposed, Seminary should not be a straight through street that connects the rail station, it should be fenced off.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #31 regarding connectivity of Seminary Drive.</p>



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
356	Unknown	Unknown	Online Comment Form	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Safety/Security 	<p>The train will run both ways which in turn will bring all the gang bangers selling their drugs along with thugs and murderers from the hell hole, murder capital of the world, known as Chicago. There are only few small groups of people this will benefit, Dyer residents that work in Chicago, which is a small percentage of Dyer residents and the rich businessmen that will own shops by the train station and the politicians which will get kickbacks from them.</p> <p>600 million dollars estimated - are you kidding me- more like a billion dollars with all of the over runs that will happen like any other big project. Fix our crumbling roads with this money!</p> <p>We all moved here to get away from this scourge, scum. Stop this insanity before this beautiful area turns into another infestation of unwanted's</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #13 regarding funding/taxes.</p> <p>See Master Response #24 regarding safety of local residents.</p>
357	Unknown	Unknown	Phone	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>Resident of the Meadows subdivision who lives on Sunflower</p> <p>Opposed to train station connecting to Seminary St.</p>	<p>See Master Response #31 regarding traffic and connections to subdivisions.</p>
358	Unknown	Unknown	Comment Form	<ul style="list-style-type: none"> • Support 	<p>This comment is a duplicate of Comment 29B15 received from the One Region compilation.</p> <p>I feel this project is very much needed in Northwest Indiana. It is the very best fix to bring more growth to the area.</p>	<p>This response is a duplicate of Comment 29B15 from One Region compilation.</p> <p>See Master Response #26 regarding support for the Project.</p>
359	Unknown	Unknown	Comment Form	<ul style="list-style-type: none"> • Support 	<p>This comment is a duplicate of Comment 29B34 received from the One Region compilation.</p> <p>This case is strong and clear. We must do this if the region is to have a positive future! Great leadership and vision.</p>	<p>This response is a duplicate of Comment 29B34 from One Region compilation.</p> <p>See Master Response #26 regarding support for the Project.</p>
360	Unknown	Unknown	Comment Form	<ul style="list-style-type: none"> • Support 	<p>This comment is a duplicate of Comment 29B37 received from the One Region compilation.</p> <p>This project is awesome. Keep up the good work. Regional Transit is the bomb!</p>	<p>This response is a duplicate of Comment 29B37 from One Region compilation.</p> <p>See Master Response #26 regarding support for the Project.</p>
361	Uzubell	Joseph	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Other 	<p>The South Shore line already terminates at Millennium Station, Chicago, IL. I would like to see a diesel line from Dyer, IN to Union Station, Chicago. It would provide potential riders different accesses points in Chicago. Not everyone works or visits the east Loop. This may eliminate people driving to Chicago and increase ridership.</p>	<p>Amtrak in the Town of Dyer currently provides a connection to Union Station; however, it is not generally used for commuting. SSL does not operate any diesel trains for commuter rail.</p>
362	Vachet	Wendy	Comment Form	<ul style="list-style-type: none"> • Support 	<p>Both the West Lake Extension and the Northwest Indiana double tracking projects are critical for the future of NWI. And, it's not just millennials that want better transit and walkability. We all want better access and mobility. You need to spend some time thinking about how to gain support for the 30-60 group (primary tax payers). Great work – keep it going!</p>	<p>See Master Response #26 regarding support for the Project.</p>
363	Valavanis	Chris and Liz	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	<p>About time... In support of... Good luck! Putting NWI on the map!</p>	<p>See Master Response #26 regarding support for the Project.</p>
364	Van Baren	Isaac	Comment Form (One Region)	<ul style="list-style-type: none"> • Support 	<p>Like the idea</p>	<p>See Master Response #26 regarding support for the Project.</p>
365	VanCocker	John	Phone	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>Opposed to train station connecting Seminary Drive to any part of train facility.</p>	<p>See Master Response #31 regarding traffic and connections to subdivisions.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
366	Van Hecht	Jeff	Phone	<ul style="list-style-type: none"> • Support • Roadway Connectivity to Subdivisions 	Unable to make meeting at school but I am opposed to any cuts on Seminary Dr and no traffic thru subdivision. He has contacted his congressman and mayor. In favor of project but not subdivision traffic flow.	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>
367	Van Hecke	Jeff	Online Comment Form	<ul style="list-style-type: none"> • Support • Roadway Connectivity to Subdivisions 	<p>To whom it may concern: I was unable to attend the meeting this week at Protsman elementary regarding this project, but I am deeply concerned about any curb cuts tying Seminary Drive into the parking lot. I live at 508 Seminary drive immediately located to the south of where the proposed parking facility will be and I will tell you that the volume of traffic traveling at high rates of speed through our sub-division putting our children and our community as a whole at risk not to mention the logistical nightmare this would cause for those of us living here just to enter and leave our homes is UNACCEPTABLE! I have always been in favor of this project as my Wife works in downtown Chicago and has to drive to the Hammond station daily, but as I mentioned in my public comments a couple of years ago this project MUST be done responsibly and with respect to the communities it will impact! I will assure you that the residents of the Meadow's sub-division of Dyer will fight any traffic flow through our area as we have fought the Main Street Extension many times in the past and have been successful in stopping it until this point.</p> <p>I find it disgraceful that the Dyer Town Council and our newly appointed Town Manager Mr. DeGuilio have not stepped in on behalf of the residents and have chosen to remain silent on something that would have such a detrimental impact to our community and our property values!</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>
368	Van Kalker	John	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I am a resident of the meadows subdivision in dyer Indiana. I oppose any option for the Munster/dyed train station that would connect seminary drive to the train parking lots or any other train facilities	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
369	Van Til	John	Online Comment Form	<ul style="list-style-type: none"> • Roadway • Other 	I hope thought has been given to the infrastructure that needs to be updated to supply the West Lake concept. For example is Main Street going to be widened to five lanes to Intestate 65 and Interstate 394 to provide access to the West Lake Corridor Project?	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road.</p>
370	Van Waardenburg	Andy	Comment Form	<ul style="list-style-type: none"> • Support 	This is an amazing project that is long overdue!	See Master Response #26 regarding support for the Project.
371	Vander Woude	Natalie	Comment Form	<ul style="list-style-type: none"> • Support 	Great idea!	See Master Response #26 regarding support for the Project.
372	Vander Woude	Sara	Comment Form	<ul style="list-style-type: none"> • Support 	Exciting! More convenient for those who live in the southern region area!	See Master Response #26 regarding support for the Project.
373	Vanderhoek	Garrett	Online Comment Form	<ul style="list-style-type: none"> • Automobile Traffic 	What about all the increased traffic on Ridge Road a station will bring and also when the train stops and blocks traffic on Ridge Road.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
374	Venetis	Maria	Online Comment Form	<ul style="list-style-type: none"> • Support • Automobile Traffic • Roadway Connectivity to 	I support the extension of the train. However, as a resident of West Lakes subdivision in Munster, I cannot be supportive of an alternative that includes Margo Lane. As a mother of young children and as a concerned resident, I am troubled with the current traffic patterns on Margo Lane. Motorists consistently blaze down Margo	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 about changes to the station</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				Subdivisions • Safety/Security	Lane, creating an unsafe environment for pedestrians and particularly children. Including Margo Lane as an entry to a parking lot would further add to the problem we face rather than resolve or improve the current condition.	parking lot designs.
375	Venetis	Peter	Online Comment Form	• Support • Roadway Connectivity to Subdivisions	I am supportive of the train, but I do NOT support connecting Margo Avenue to the train parking lot.	See Master Response #26 regarding support for the Project. See Master Response #31 about changes to the station parking lot designs.
376	Verwey	Wendy	Online Comment Form	• Oppose	I am against this project, it will disrupt a Nice quiet neighborhood, not to mention the traffic, pollution, noise and transit people it will bring. As one person stated at the last meeting, why not put the staging area and the train station in munster industrial park where there is plenty of room, full of all businesses not homes and family's with children. Don't disrupt what is good when there are empty areas for these types of projects! I speak the truth.	See Master Response #19 regarding opposition to the Project.
377	Verwey	Wendy	Online Comment Form	• Oppose	the area you want to use in dyer behind seminary drive is not large enough to support your ideas... you want to literally build in our backyards which will promote air pollution , noise pollution unwanted people in our neighborhood .not to mention the roads around this area cannot support the traffic it will bring.. I find this idea to be ridiculous. when there are surrounding areas that can best fit this project.. like the industrial park in munster, which is literally 1 1/2 miles north	See Master Response #19 regarding opposition to the Project.
378	Vigh	Jacob	Comment Form (One Region)	• Other	For shuttle buses to and from Purdue Cal what is the impact on cost for students with the new line?	Shuttle buses to and from Purdue University are not included in the Project and therefore the cost of this service was not evaluated in the FEIS.
379	Voss	Dawn	Email	• Oppose	This project (the Munster Station) specifically will create a very negative impact on an ALREADY OVERLY CONGESTED AREA and I for one don't want to pay for this.	See Master Response #19 regarding opposition to the Project.
380	Wagner	John	Phone	• Oppose	Opposed, We do want a rail line, we do not need a rail line and it would only eat up valuable land.	See Master Response #19 regarding opposition to the Project.
381	Warot	Noran	Online Comment Form	• Property Acquisitions • Other	What about 440 south street home? Are you taking our home? My little girl is scare she is losing her home, and especially her school.	See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. Appendix A within Appendix G3 of the FEIS shows the current plans for residential acquisitions.
382	Warren	Candee	Comment Form	• Support	It is important that NWI develop public transportation using the West lake corridor for trains as the beginning. Our region not grow, attract new residents or become a desirable are for future generations without this project and many more like it.	See Master Response #26 regarding support for the Project.
383	Watkins	Elizabeth	Comment Form (One Region)	• Support	This sounds so good for the students!	See Master Response #26 regarding support for the Project.
384	Weller	Christopher	Online Comment	• Other	you should have created a google earth overlay of the project not what you have at present to give a better look at thing as they are or will be	Please refer to the project website to access an interactive map showing proposed stations and the FEIS Preferred

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form			Alternative alignment. http://www.nictdwestlake.com/map/
385	Wells	Karen	Online Comment Form	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	We are not in favor of using Seminary Street as a main path to the subdivision. Alternative main roads must be used rather than a quiet neighborhood, that is not a commercial area at all. The main path should be using main roads that are used for main travel to reach a main transportation hub.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
386	Westminster	Joe	Online Comment Form	<ul style="list-style-type: none"> Oppose 	Do not want train. Concerned about more traffic, safety in the neighborhoods that it affects, more train crossings even they are quick they still occur and block traffic. Not to mention all the new traffic we'll have in Munster from this. Do not want retail and condos either as part of this development.	See Master Response #19 regarding opposition to the Project.
387	White	David	Online Comment Form	<ul style="list-style-type: none"> Automobile Traffic Roadway Connectivity to Subdivisions 	As a West Lakes resident I am very concerned about options 3 and 4 of the proposed Main Street station where parking west of the tracks. In those options Margo Lane in Munster and Seminary Dr in Dyer are shown feeding the main parking lot. What is to prevent those roadways from becoming busy thoroughfares of cars coming to and leaving the station? If believe the increased traffic will severely jeopardize the safety and tranquility of the West Lakes subdivision.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
388	White	Davita	Online Comment Form	<ul style="list-style-type: none"> Alternatives Neighborhoods/Quality of Life 	I can appreciate the convenience of commuting from Northwest Indiana to Downtown Chicago, especially on the south end of NWI. I would not like to see that convenience effect my residency, which I established nearly two decades ago. This would mean uprooting my family - our entire neighborhood of families - in order to increase travel, which I already established in Hammond, Hegwisch, and Gary. In addition, there are other means of travel from our south end to downtown, which include coach buses. There should be another way that would not involve tearing down what has so recently (compared to other means of travel to downtown) been established.	See Master Response #7 regarding alternatives to commuter rail. See Master Response #15 regarding neighborhood impacts.
389	Will	Claire	Online Comment Form	<ul style="list-style-type: none"> Support 	As a former resident of Chicago, I am very supportive of this project to better connect Munster residents and families to the city. It will also make Munster a more attractive place to live with this available transport to downtown.	See Master Response #26 regarding support for the Project.
390	Williams	Beverly	Online Comment Form	<ul style="list-style-type: none"> Oppose 	The extension is not welcomed. It will bring more people and traffic into our quiet neighborhood. No longer will you be able to sit in you yard and listen to quiet. More noise from more cars traffic and people is not desirable attribute to my home . I live on the corner and looking out my window at the train is a negative feature. I am considering leaving the area.	See Master Response #19 regarding opposition to the Project.
391	Williams	Keith	Online Comment Form	<ul style="list-style-type: none"> Support 	I think that the NICTD should do this expansion. I believe that this South Shore train extension would better serve the people of NW Indiana. Less people would have to drive less miles to reach the stations to commute to Chicago via rail, people who live in towns like Highland, Munster, Dyer and Griffith in Indiana. I hope that in future years that this extension project will be realized.	See Master Response #26 regarding support for the Project.
392	Williams	Salena	Comment Form (One Region)	<ul style="list-style-type: none"> Support 	I have been commuting on south shore for over 5 years. I work in downtown Chicago. Every winter with inclement weather delays...delays... If an incident occurs, commuters are out of transportations. I have many comments and concerns. Thank you. P.S. East Chicago is the only stop that I trust. I am looking forward to new additions.	See Master Response #26 regarding support for the Project.
393	Willis	Chantel	Online Comment Form	<ul style="list-style-type: none"> Automobile Traffic Roadway Connectivity to Subdivisions 	Living on Margo Lane, I have major concerns for the safety of our children who play outside. The church traffic already presents an issue and concern for safety when people speed through and realize it is a dead end and speed back through. I support the train but do not support exposing my children and the children of others to more potential danger of people who do not live in our subdivision speeding through or potentially with other agendas. Having another entrance/exit gives more opportunity for escape as well. Please consider the safety of our children and do not open Margo.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
394	Wilson	Julie	Online Comment	<ul style="list-style-type: none"> Oppose 	I live in Munster near the border of Indiana and Illinois. I take the train to work in Chicago everyday. I do not see the point in destroying neighborhoods and decreasing the value of our homes by putting in a train line. No	See Master Response #19 regarding opposition to the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Form		person wants their home to be near a train. It is load, it brings more traffic and is a nuisance. If I can drive the 5 mins to the Hammond station every day I don't see why every other munster/Dyer resident can't do that same. Furthermore, as an NICTD rider for the past 6+ years I can tell you they have enough problems with delays and trains not arriving on time (whether that is a result of Metra is irrelevant) so adding additional trains to that mess is not going to make anything any easier.	
395	Wiseman	Nina	Email	<ul style="list-style-type: none"> • Support • Public Involvement/NEPA Process 	When will you notify the residents impacted? I support the rail line. I live in the area most impacted and I think it's best the thing. I don't like to drive in Chicago, now I can walk to the train to Chicago.	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #26 regarding support for the Project.</p>
396	Wotkun	John	Online Comment Form	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Alternatives • Other 	If there is a connection in Dyer, could Amtrak use the new line to get into Chicago? (Ignore the Chicago station connection issue for now, the Grand Crossing Project would fix that) Perhaps Amtrak could help fund or assist with the line.	<p>See Master Response #5 regarding connection with Amtrak service.</p> <p>The FEIS Preferred Alternative is designed for and would accommodate NICTD's electric cars. Currently there is no interconnection with an Amtrak line.</p>
397	Wotkun	John	Online Comment Form	<ul style="list-style-type: none"> • Other 	Is this NICTD project coordinating with NIRPC on the plan to extend Main Street west into Illinois?	An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road. The current design is shown on Figure 3.6-3 of the FEIS.
398	Wotkun	John	Online Comment Form	<ul style="list-style-type: none"> • Other 	Will the curvature and grades of the new line prevent "standard" passenger equipment (ex. Amtrak) from operating on it?	<p>See Master Response #5 regarding connection with Amtrak service.</p> <p>The FEIS Preferred Alternative is designed for and would accommodate NICTD's electric cars. Currently there is no interconnection with an Amtrak line.</p>
399	Wotkun	John	Online Comment Form	<ul style="list-style-type: none"> • Other 	Will there be a track connection switch in Dyer between the existing CSX track and the new NIRPC track?	Although the existing South Shore Line (SSL) accommodates freight trains, freight trains would not be able to use the West Lake Corridor line because (1) there are no connections to the freight lines, (2) the West Lake Corridor design parameters would only accommodate lighter NICTD electric commuter rail cars and maintenance trains. The design is not intended to accommodate heavier freight trains
400	Wszolek	Joseph	Online Comment Form	<ul style="list-style-type: none"> • Support 	<p>I support the South Shore project improvements including the West Lake Extension because of the following bullet points:</p> <p>Access to Chicago Job Market</p> <ul style="list-style-type: none"> - Chicago Has the Jobs <ul style="list-style-type: none"> • Cook County Employment is 8.5 times GREATER than Lake, Porter & LaPorte Co combined • Cook County has 20 times the Number of Jobs as Lake Co in Professional Services • History shows Chicago is a Job Creation Engine - Chicago Has Much Better Wages 	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<ul style="list-style-type: none"> • Cook County has an average +39% Wage Premium vs Lake County - But We Have a VERY HARD TIME Getting to Them <ul style="list-style-type: none"> • Average Peak Period Travel Speed from Lake Co to Illinois is 29.5 Miles/Hour - Today's workforce thinks in terms of HOW LONG and not HOW FAR. Convenient transportation to the Chicago Job Market brings high paying jobs that don't exist in Indiana close to home. Property Values - 2013 National Association of REALTORS Study Findings <ul style="list-style-type: none"> • Consumers are willing to pay more for housing located in "walkable" neighborhoods that have: <ol style="list-style-type: none"> 1. Higher Densities 2. Varied Housing Options 3. Mix of Uses 4. Access to Jobs and Amenities such as Transit • Homes located within 1/2 mile of public transit were valued 41% higher on average than those away from public transit Northwest Indiana Population Change/Shift: <ul style="list-style-type: none"> - Lake County posted the biggest drop in population in the state in 2015 <ul style="list-style-type: none"> • Declined by 0.5% in 2015; has declined 1.6% since 2010; and has fallen for 7 straight years - Porter County's population has grown by 2% since 2010; - 2013-2014 IRS data shows a majority of people leaving Lake County are leaving Indiana <ul style="list-style-type: none"> • Relocating to: Phoenix, Las Vegas, Houston, Atlanta, Dallas, Orlando, Austin - Cook County population has shrunk for first time since 2007 <ul style="list-style-type: none"> • Indiana is cited as the state most Illinois residents relocate to when they move to a neighboring state. - Convenient transportation to jobs in Chicago that don't exist in Indiana, along with Indiana's lower cost of living, encourages population growth in Lake County Generational Trends: <ul style="list-style-type: none"> - For the last 3 years, Generation Y (Millennials) have been the largest share of homebuyer's at 35% - As Generation Y ages, they are getting more traditional in their buying habits <ul style="list-style-type: none"> • Desire more single family homes in suburban areas - Rent costs are offering millennials an incentive to buy a home vs. renting <ul style="list-style-type: none"> • Despite substantial student loan debt - Rent costs are forcing millennials from urban to more suburban areas - The biggest factors influencing millennials home buying preferences are: <ul style="list-style-type: none"> • Quality of neighborhood (75%) • Convenience to jobs (74%) - National Association of REALTORS Commuter and Transportation Preferences Survey found: <ul style="list-style-type: none"> • Millennials use transit much more than any other generational group; • Millennials are more likely than other groups to place a high-priority on: <ul style="list-style-type: none"> - Providing convenient alternatives to driving, - Expanding public transportation, and - Developing communities where people don't have to drive long distances • Millennials are much more likely to have used transit in the past 30 days than any other group; <ul style="list-style-type: none"> - 40% did as compared to 28% for the next highest group • Millennials do like driving – 71% said so – but they like it less than any other group • Provides for Regional Growth - South Shore Recent Ridership Survey 	



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<ul style="list-style-type: none"> • Average Household Income of Riders is \$82,400 • 47% of Households have Annual Incomes of \$75,000 or more • 31% have Annual Incomes exceeding \$100,000 • 43% are Executives, Managers or Professionals Expanding South Shore -> Expanding Job Opportunities = More \$ for Investing in Housing & Economic Development - Lake County Local Option Income Tax (Economic Development Portion Alone) <ul style="list-style-type: none"> • \$24 million/year (\$350,000 to \$360,000/year for Dyer) - ECONOMIC DEVELOPMENT By Increasing Taxable Wages in Lake County, there is More \$\$\$\$ available for Dyer - NO MATTER WHERE THE JOBS ARE LOCATED!	
401	Yalowitz	Merrill	Comment Form (One Region)	• Public Involvement/NEPA Process	Could the 'Times' reprint the map showing the proposed stations and rail lines. It was so light that it couldn't be read.	Please refer to the project website to access an interactive map showing proposed stations and the Preferred Alternative alignment: http://www.nicdwestlake.com .
402	Yokovich	Marybeth	Email	• Oppose	<p>I have written and spoken to a variety of people about this and why it's not a good idea: Primarily because the extension is located on the border with Illinois, which ALREADY has its own public train transportation, and Indiana commuters will have a hardship to access this proposed train extension because of the great distance they will need to travel to traverse the entire county to even GET TO the train, not to mention all the congestion they will have to contend with on the way to or from the train, thus increasing commute times all around. Yet (surprise, surprise!) all the cities and towns in Lake County are expected (and bullied) to donate an ongoing yearly financial contribution for this train extension, even though their residents will have a tough time using the extension. This is all VERY unfair!</p> <p>But, all the "officials" and "powers that be" are concerned about is having ILLINOIS residents move to Indiana and they are using this train as an enticement to bring these people into Indiana instead of having the train extension for what should be its intended purpose: getting Lake County residents to good paying jobs in Chicago.</p> <p>However, the public's complaints have fallen on deaf ears. The officials who decide on implementing this train infrastructure expenditure have ALREADY made up their minds that they are going to do this come hell or high water. Therefore, it is hypocritical of them to ask for public input as, obviously, these men could care less about what the public wants and truly needs. So these officials are soliciting the public's comments as a ruse, to simply fulfill governmental requirements that the public's input be given before this project has gotten any further underway. Well, many of us can see right through this. And it's a shame because this only adds to corruption in government.</p> <p>Thank you for listening and hearing me out on this.</p>	See Master Response #19 regarding opposition to the Project.
403	Zawada	William	Email	<ul style="list-style-type: none"> • Roadway • Other 	Hello, As a concerned citizen, I have some questions regarding this project. How will the recent recommendations submitted by the Dyer Town Council affect the current Munster/Dyer Train Station plans? Is the Main Street extension into Illinois still a top priority of the NIRCP 2040 Plan? How will the extension of Main Street into Illinois be affected by the Munster/Dyer Train Station project? Is there an updated schedule for the Main Street extension project?	An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road. The current design is shown on Figure 3.6-3 of the FEIS. The latest Transportation Improvement Program (TIP) does not list



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					If possible, please respond at your convenience.	the extension of Joe Orr Road. NICTD does not have any information regarding timelines for any work that the Town of Dyer or NIRPC is planning.
404	Zukley	Kerrie	Online Comment Form	<ul style="list-style-type: none"> • Alternatives • Transit Oriented Development 	Munster needs only 1 station! The station on the Munster/Dyer border. It is clear that this Town is divided on the ones that want the train and those that don't. The ones that do live on the south side of town as the majority over there work in the City. There is no need for a station off of Ridge Road when there is a station upcoming in South Hammond and the one proposed in South Munster/Dyer. Furthermore residents will be able to keep their homes by not having a Ridge Station. I am also AGAINST any "affordable" housing which means Section 8!	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
405	Zuzich	Kristin	Online Comment Form	<ul style="list-style-type: none"> • Oppose 	It is disgusting that you are planning to displace and inconvenience residents of Dyer as a result of this plan. People moved into this community expecting a quiet, suburban environment. Building a train station in the middle of it will make this area a noise and traffic nuisance to its residents. When property values drop as a result of foreclosure, you will have no one to blame but yourselves.	See Master Response #19 regarding opposition to the Project.
406	Zwier	Susan	Online Comment Form	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivision • Noise/Vibration • Safety/Security 	I am totally opposed to any parking lots in Dyer that connect to Seminary Drive. I am also opposed to any parking lots on the west side of the tracks. I am very concerned about noise and crime in my backyard!	<p>See Master Response #18 regarding noise and vibration.</p> <p>See Master Response #23 regarding safety and security.</p> <p>See Master Response #31 regarding connectivity to the Meadows Subdivision.</p>



This page is intentionally left blank.



Appendix H6. Index to Public Hearing Verbal (Court Reporter) Testimony Comments and Responses, Public Hearing Comment Cards and Responses



This page is intentionally left blank.



Table H6-1: General Public Verbal (Court Reporter) Comments and Responses Index

Location	Last Name	First Name	Comment ID
Dyer	Allande-Tarin	Cindy	407
Dyer	Byrne	Mary	408
Dyer	Eanes	Pam	409 – 410
Dyer	Engle	Dan	411
Dyer	Erickson	Judith	412
Dyer	Fredianelli	Sherry	413
Dyer	Garcia	Victor	414
Dyer	Grzych	Wally	415
Dyer	Jelcic	Nevenka	416
Dyer	Jelcic	Nic	417
Dyer	Johns	Paula	418 – 419
Dyer	Keajei	Tim	420
Dyer	Lucatorto	Kim	421
Dyer	Lucatorto	Lane	422
Dyer	Michalek	Herb	423
Dyer	Meyers	Priscilla	424
Dyer	Murray	Donna	425
Dyer	Reder	Christiane	426
Dyer	Rizo	Ruben	427
Dyer	Rodriguez	Lori	428
Dyer	Swenson	Lilian	429
Dyer	Traher	Diane and Ed	430
Dyer	Trepton	Connee	431
Dyer	VanNoort	Kevin	432
Dyer	Wagner	John	433
Dyer	Wheels	Helen	434
Hammond	Chocholek	Tom	435
Hammond	Cipowski	Jeff	436
Hammond	Collazo	Luis	437
Hammond	Corriere	Theresa	438



Location	Last Name	First Name	Comment ID
Hammond	Crist	Joan	439 – 440
Hammond	Dunn	Donna	441
Hammond	Fox	Andrew	442
Hammond	Galarza	Maria	443
Hammond	Gamino	Leon	444
Hammond	Graham	Terry	445
Hammond	Gross	Peggy	446
Hammond	Henry	Amanda	447
Hammond	Kreisl	Chuck	448
Hammond	Mores	Ruth	449
Hammond	Pennanen	Michael	450
Hammond	Pennanen	Valarie	451
Hammond	Phemister	Leslie	452
Hammond	Rogers	Walter Matthew	453
Hammond	Sandridge	Michael	454
Hammond	Schreiner	John	455A – 455B
Hammond	Slazyk	Mary Ellen	456
Hammond	Stabler	Perry MX	457
Hammond	Torres	Pete	458
Munster	Ariga	Deepak	459
Munster	Artenga	Sue	460
Munster	Audello	A.	461
Munster	Barnhart	Ryan	462
Munster	Bianchi	Mimi	463
Munster	Bell	Gary	464
Munster	Bell	Gary	465
Munster	Bochnowski	Ann	466
Munster	Bollinger	Jeff	467
Munster	Branagan	Patrick and Rachel	468
Munster	Budeselich	Michelle	469
Munster	Burgess	David	470



Location	Last Name	First Name	Comment ID
Munster	Camp	Roland	471
Munster	Carver	Dawn	472
Munster	Charz	Robert	473 – 474
Munster	Cipowski	Addison	475
Munster	Cipowski	Andrew	476
Munster	Cipowski	Kim	477
Munster	Colwell	Brian	478
Munster	Cooper	Janet	479
Munster	Coslet	Kristen	480
Munster	Craig	Timothy	481
Munster	Czaszwicz	Ben	482
Munster	Damico	Jared	483
Munster	Davis	Bill	484
Munster	Davis	Susan	485
Munster	Davis	Thomas	486
Munster	DeRolf	Peggy	487
Munster	Dujmovic	Mike and Linda	488
Munster	Edington	Andrea	489
Munster	Farkas	Steven	490
Munster	Frazier	Karen	491
Munster	Giragos	Mrs. Henry	492
Munster	Giragos	Rene	493
Munster	Giragos	Renee	494
Munster	Goodwin	Melissa	495A – 495F
Munster	Gordecki	Michael	496
Munster	Gregoire	Michael	497
Munster	Kaegebein	Don	498
Munster	Karpinski	Patricia	499
Munster	Kish	Mary and Robert	500
Munster	Lamb	Ryan	501
Munster	Lamb	Vivi	502



Location	Last Name	First Name	Comment ID
Munster	LaReau	Cathy	503
Munster	Larson	Dennis	504
Munster	Larson	Mike	505
Munster	Latta	Julie	506
Munster	Levin	Heather	507 – 508
Munster	Linstrot	Dan	509
Munster	Liszka	Kim	510
Munster	Losiniecki	Kris	511
Munster	Lukis	Jason	512
Munster	Marczak	Terry	513
Munster	Markvisc	Sharon Kish	514
Munster	Misso	Jay and Kim	515
Munster	Mrak	George	516
Munster	Mudroncik	Liz	517
Munster	Nyhan	Beverly	518
Munster	O'Connor	Julie	519A – 519K
Munster	Offdenkamp	Dorothy	520
Munster	Olejniczak	Arthur and Barbara	521
Munster	Panek	Melisse	522
Munster	Parkdek	Deborah	523
Munster	Parikh	Ritesh	524
Munster	Perzo	Thomas E.	525
Munster	Petersen	Chris	526
Munster	Pirok	Brian	527- 529
Munster	Raicu	Mike	530
Munster	Ray	Stephen	531
Munster	Rincon	Harriet	532
Munster	Rybicki	Corey	533
Munster	Sanow	Amanda	534
Munster	Savaglio	Giovanni	535
Munster	Shareef	Steven	536



Location	Last Name	First Name	Comment ID
Munster	Sheets	Eileen	537
Munster	Shick	Nicky	538
Munster	Sons	Kelly	539 - 540
Munster	Smith	Brian	541
Munster	Susoreny	A.	542
Munster	Szumelda	William	543
Munster	Taylor	Paul	544
Munster	Tsataros	Dan	545 - 546
Munster	Unknown	Cathy	547 - 548
Munster	Unknown	Unknown	549
Munster	Unknown	Unknown	550
Munster	Unknown	Unknown	551
Munster	Unknown	Unknown	552
Munster	Veisberg	Ed	553
Munster	Vrehas	Bobby and Traci	554
Munster	Warot	Michael	555
Munster	Webber	Walt	556
Munster	White	CT	557
Munster	Yaeger	Glen	558
Munster	Yaeger	Maureen	559
Munster	Zangulli	Tony and Tracy	560
Munster	Zawada	David	561



This page is intentionally left blank.

Table H6-2: Response to Court Reporter Comments – January 17, 2017 Public Hearing for DEIS, Dyer

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
407	Allande-Tarin	Cindy	Court Reporter - Dyer	<ul style="list-style-type: none"> Automobile Traffic 	MS. ALLANDE-TARIN: My name is Cindy Allande-Tarin, the last name is A-L-L-A-N-D-E-dash Tarin, T-A-R-I-N. I live in the Meadows subdivision, 507 Rose Bush Lane in Dyer. My concern is the traffic with the current infrastructure. I'm not sure if that's something that NICTD is addressing or concerned with or has met with any federal or even the Dyer Town Board. Basically that's my main concern.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
408	Byrne	Mary	Court Reporter - Dyer	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	Mary Byrne, B-Y-R-N-E, 541 Seminary Drive, Dyer, 219-865-2511. I'm concerned about the roundabout that appears at the corner of Seminary and Main Street because it's going to make my street like a super-thoroughfare with everybody spinning around in it. I was wondering if there's any possibility they could put a road from maybe Seminary itself and through that farm land to prevent it from coming down Seminary Drive.	See Master Response #31 regarding traffic and connections to subdivisions.
409	Eanes	Pam	Court Reporter - Dyer	<ul style="list-style-type: none"> Oppose Alternatives Property Acquisitions 	My name is Pam Eanes, E-A-N-E-S. My address is 8416 Harrison Avenue in Munster, Indiana. I am opposed to the West Lake train coming in. That's number one. Number two: If the train comes in, the parking lot for Munster at the Ridge location/Ridge station is my back yard. I do not want a parking lot in my back yard. I don't want the congestion. I don't want the crime. I don't want the noise. I don't want the visual aspect of looking at a parking lot as opposed to looking right now at a farm field. I would hope that NICTD would buy my property out if they are going to put the station at Ridge and the parking lot in my back yard, I'd rather be bought out. That's all.	See Master Response #19 regarding opposition to the Project. See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. The property at 8416 Harrison Avenue, Munster, IN, is no longer impacted.
410	Eanes	Pam	Court Reporter - Dyer	<ul style="list-style-type: none"> Alternatives 	MS. EANES: Pam Eanes, second comment of the night. We were told that the train -- when he moved in, we were told the train station was going to be at Fisher, and now today we were told that it can't be at Fisher because it has to go up and over the freight lines that are there and that would put it on the second story, a train station. I think that's more feasible to put it at the second story instead of taking away residential property or putting a train station in the middle of a neighborhood. All my neighbors are upset by this. Thank you.	See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. The Fisher area was evaluated in a preliminary review and eliminated because of extensive utility conflicts and planned development in the area. As the preliminary design progresses, the final location and configuration of stations would be refined. The Project would seek opportunities to mitigate impacts to the neighborhood and reduce the number of property acquisitions required for the Project as much as possible.
411	Engle	Dan	Comment Card- Dyer	<ul style="list-style-type: none"> Oppose Purpose and Need Property Values 	I am against this. I personally seeing this bringing down current home values while using over 100 year old technology. Spending a billion dollars on technology that is already out dated isn't helping anyone. Train riders have been decreasing over the decades and this just creates more minimum wage jobs.	See Master Response #19 regarding opposition to the Project. See Master Response #22 regarding the need for the Project. See Master Response #21 regarding property values.
412	Erickson	Judith	Comment Card - Dyer	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	Stop Round about which will allow traffic to go south on seminary drive! All residential! Traffic will make the neighborhood dangerous. Seminary Drive east to Scheffield would need traffic lights. Scheffield Ave is 2 lane & cannot handle all the traffic.	See Master Response #31 regarding traffic and connections to subdivisions.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
413	Fredianelli	Sherry	Court Reporter - Dyer	<ul style="list-style-type: none"> • Support 	MS. FREDIANELLI: My name is Sherry Fredianelli, F-R-E-D-I-A-N-E-L-L-I. I live at 1249 Winterberry Lane in Schererville. I have been a South Shore rider since the 80s, and I would like this to start tomorrow, so I am here to express my support publicly. I think it's a tremendous thing. We have been waiting for this literally for decades, and I want our elected officials to do everything within their power to make sure that we do minimize the environmental impacts and the impacts to everyday people, but that being said, sometimes, you know, you do have to sacrifice something for the greater common good, and I do firmly believe that this is for the greater common good, that we need this public transportation to this area. We're well under-served. I travel 14 miles every day to the Hegewish train station and have been doing that since I moved to Schererville 11 years ago, formerly living in Calumet City, and I was two miles from the train station, so I am very encouraged to see things proceeding and hope that they continue in a positive manner and that our officials should not be swayed by the few loud voices that will voice their displeasure because everything is not perfect. Not everything is always perfect, and as an adult, people need to recognize that and move accordingly.	See Master Response #26 regarding support for the Project.
414	Garcia	Victor	Court Reporter - Dyer	<ul style="list-style-type: none"> • Support 	MR. GARCIA: My name is Victor Garcia. I live at 2948 100th Street, Highland, Indiana 46320. I'm very excited about the West Lake Project. I think that the economic benefits of this project far outweigh any of the potential negatives. I do understand that there are significant negatives for the people whose homes are going to be impacted, but I feel the economic benefits outweigh, along with the mitigation of environmental impacts, so I am very excited to see this project go forward.	See Master Response #26 regarding support for the Project.
415	Grzych	Wally	Comment Card - Dyer	<ul style="list-style-type: none"> • Alternatives • Noise/Vibration 	For Munster/Dyer Main Street: Support for Hammond Maintenance Facility. Sound barricades should be installed at all Layover, locations to minimize impact to existing residential property. Support Hammond Alternative Option 3 for Station & Layover - West of RR.	See Master Response #8 regarding station locations. See Master Response #18 regarding noise impacts and mitigation measures.
416	Jelcic	Nevenka	Court Reporter - Dyer	<ul style="list-style-type: none"> • Automobile Traffic • Roadway Connectivity to Subdivisions • Noise/Vibration • Safety/Security • 	MS. JELCIC: My first name is Nevenka, N-E-V-E-N-K-A, last name Jelcic, J-E-L-C-I-C. I live on Seminary Drive, 601 Seminary Drive. So with the favorite option that they have right now, my concern is that the parking lot that they're going to build there is open right into Seminary Drive, which is a subdivision. That would cause a lot of traffic going right in front of my house and right through subdivision where kids are going on the bus and my grand kids, three, and it's very concerning to me. The noise, the speed, the traffic. They should -- if it's going to happen that they have to build it right there, they should fence it off then where they'd have no traffic going through the subdivision. That's what I want to make a comment on. I wish they wouldn't build it at all right there because I moved here because I liked the open field and the open and quietness of the area, not to have train station, parking lots and all this.	See Master Response #31 regarding traffic and connections to subdivisions.
417	Jelcic	Nic	Court Reporter - Dyer	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	MR. JELCIC: Hi, my name is Nic Jelcic. I live at 116 Blue Jay Way, and I oppose the train station. I would like it to be blocked off and not be able to get into Seminary Drive. I live right over there, so I would not want traffic coming through. Thank you.	See Master Response #31 regarding connectivity of Seminary Drive.
418	Johns	Paula	Court Reporter - Dyer	<ul style="list-style-type: none"> • Oppose • Noise/Vibration • Aesthetics/Visual • Property Acquisitions • Neighborhoods/Quality of Life • Air Quality 	MS. JOHNS: My name is Paula Johns, J-O-H-N-S, 1024 Royal Dublin Lane in Dyer. I have written a petition, and I'm going to be sending this in, and I'm concerned about the increased air pollution of possibly 1800 cars or more coming in. The fact that this air pollution is very difficult for the development of people with respiratory problems. Cars are one of the worst pollutants that there is, and that's been established by the different EPA or EPE organizations. The noise pollution is another fact that we're going to be having. The train supposedly gives out 75 decibels of noise. If you combine that with the 55 decibels, that in itself is too much for the human ear and causes stress and annoyance and related illnesses of hearing loss, sleep disruption, and lost productivity. I'm also concerned -- and these are all taken from the EPA's handbooks -- protecting water quality from urban runoff. Clean Water is Everyone's Business, another EPA document. And we have a terrible problem with flooding. In 2007-2008 we had over, oh, combined probably \$60 million worth of damage, two lives were lost in this area, and not only that, but that washes into our water system. We are in a Lake	See Master Response #19 regarding opposition to the Project. See Master Response #3 regarding air quality. See Master Response #4 regarding the location of the tracks. See Master Response #24 regarding safety of local residents, including school children. See Master Response #30 regarding stormwater controls.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					Michigan water shed coming from Illinois. It increases sediment, oil, grease, and toxic chemicals, pesticides from lawns and gardens, viruses, bacteria, and nutrients from pest waste, road salts, heavy metals from roof shingles, motor vehicles, thermal pollution from dark impervious surfaces such as streets, parking lots and roof tops and so forth and so on. I'm terribly opposed to the displacement of the elderly people that are going to be displaced and the people in Munster. The elderly are mainly I think in Dyer. I'm opposed to the way that this has been "railroaded through" without public knowledge and public input. I'm opposed to the fact that my tax dollars and most of the residents that I've talked to in Dyer are opposed to the fact that our tax dollars, county income tax portion and other taxes are going to fund this. I already have had taxes go up this year, and it's more to come. I'm opposed to the definite visual pollution that's going to exist in Dyer and the vibration pollution.	See Master Response #18 regarding noise. See Master Response #2 regarding aesthetics and visual resources.
419	Johns	Paula	Court Reporter - Dyer	<ul style="list-style-type: none"> • Alternatives • Safety/Security • Water Resources • Air Quality 	MS. JOHNS: Paula Johns, 1024 Royal Dublin, Dyer. I also would like to interject that I think there would be a better plan. As a realtor, I know the area pretty well around here, and there are some large plats of land south of here, oh, south of 77th Street. I think it's sort of land locked, it's between 77th and 85th, and if the train would have gone out there, I don't think there would have been as much objection because it's not totally surrounded that I can see on the map by residential housing, schools, nursing homes and parks. There might be a few homes that might be affected, but I think it would be a more logical place to place it, if at all possible. My particular concern is the safety of the children who go to Protsman School. They have to walk if they don't live over a mile away, so it's very dangerous. People who rush to get to the train may cut through right by the school. I don't think that the pollution problem -- I do think that the pollution problem would be an extreme problem for the children with respiratory ailments such as asthma and allergies because they play in the park on Calumet Avenue and it sits two blocks from Main Street, and then, of course, the play yard and walking to and from school, so in particular the pedestrians and children. There are three EPA documents that talk about the dangers of near roadway air pollution. EPA 3420F14044, EPA 100-R-15-001 Best Practices for Reducing Near Road Pollution Exposure at Schools; and EPA Document 456/F-14-002 Air Quality Index. I took and signed up an air quality index, and I received from them on December 17th a moderate danger in this area where I live, and that is dangerous to some degree for people with respiratory problems, sensitive problems. Some of the problems, health problems associated with air pollution: Cardiovascular disease, impaired lung development in children, pre-term and low birth weight for infants, childhood leukemia, and premature death. And my father at 50 and my husband at 68 both died of premature death from lung disease. EPA number 841-F-03-003, Protecting Water Quality from Urban Runoff. Clean Water is Everybody's Business. In 2007-2008 we had extreme flooding with two deaths in Northwest Indiana and well over -- I believe it was over \$50 million worth of damage, and I just wanted to make sure that the EPA document was quoted. I think I've already mentioned the attributes of that were runoff. Thank you.	See Master Response #3 regarding air quality. See Master Response #4 regarding the location of the tracks. See Master Response #24 regarding safety of local residents, including school children. See Master Response #30 regarding stormwater controls.
420	Keajei	Tim	Comment Card - Dyer	<ul style="list-style-type: none"> • Alternatives 	Why the Munster Station? It's only 10 blocks from the station in south Hammond and 5 minutes to the Dyer/Munster Station...	See Master Response #8 regarding alternative station locations.
421	Lucatorto	Kim	Court Reporter - Dyer	<ul style="list-style-type: none"> • Automobile Traffic • Roadway Connectivity to Subdivisions • Aesthetics/Visual 	I'm Kim Lucatorto, 725 Blue Jay Way in Dyer, it's the Meadows subdivision. I'm pleased to see that the preferred choice right now is putting that layover station on the east side because if it was on the west side, it would impact our house a lot more. A couple things come to mind. First of all, we really do not, absolutely do not want to see the roundabout that's proposed at Main Street, and it may be Seminary or Blue Jay Way, I'm not certain which street that is. We do not want to see that. We do not want to see that opening for cut-through traffic into and out of our subdivision. Right now the freight trains get backed up and stops and blocks Sheffield for a long time, sometimes it could be blocked for 15 minutes at a time. And that's going to automatically dump all that traffic into that roundabout down through our subdivision to cut around when the freight train itself is blocking the intersection, which happens quite frequently. That's a whole separate issue that has to be resolved elsewhere. But also we understand there's a 1,100 car parking lot maximum, and that	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #15 regarding neighborhood impacts. See Master Response #2 regarding visual impacts. See Master Response #31 regarding traffic and connectivity to subdivisions.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					would also leave a potential of 1,100 cars cutting through our subdivision at times. Not that that's going to happen, but even one extra car coming through is one too many. And there's a variety of reasons for that, mostly its safety and quiet of the neighborhood. It's a very nice, quiet neighborhood. People respect each other and their property, and we just don't need to have people speeding through the neighborhood, which you know that will happen. Also, on the east side of the version that is the preferred version right now, the layover tracks and that part of it does not seem to show any sort of landscaping or berms or anything like that on the west side of the parcel so that it would be helping to shield the Meadows subdivision that's there from any sort of extra sounds, sight and all that stuff, so I would like to see them put some landscaping and perhaps some berms and things like that so that it would lower the impact of both the sound and the visual part of that into the Meadows subdivision. I'm going to defer to my husband, Lane Lucatoro at the same address.	
422	Lucatoro	Lane	Court Reporter - Dyer	<ul style="list-style-type: none"> • Neighborhoods/Quality of Life 	<p>Hi, the one thing I would like to see because of the increased traffic that will probably be now on Sheffield/Columbia, whatever you want to call it, I would like to see the gates be -- what's the word --MS. LUCATORTO: Well, further south of the project right there near the layover station, the freight train and the Amtrak train go over -- MR. LUCATORTO: I would like to have actual gates, not just, you know, flashers. MS. LUCATORTO: They're just flashers now, there's no gates. It's a very bad intersection the way it's angled and everything, and with the way the sun hits it, it's possible you won't even see the lights at times dinging. That obviously is not part of this project because it's just a tad further south of where the layover station is. It bumps up, the property bumps up to that crossing. MR. LUCATORTO: It's just that with the increased traffic, I think that's going to cause more issues. MS. LUCATORTO: Right, because there's going to be so much more traffic on Sheffield and Columbia there, it would be very, very important if there would be a way to add gates to that railroad intersection. And our phone number is 219-227-8667, and we'd be more than happy to talk to someone about those ideas and thoughts if they would like to call us.</p>	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #24 regarding safety and security.</p> <p>All railroad-highway grade crossings for vehicles and pedestrians that are part of the West Lake Corridor Project would be protected by gates and warning devices, such as bells. Amtrak/freight railroad-highway grade crossings outside the project area are outside of NICTD's jurisdiction and subsequently the scope of the Project.</p>
423	Michalek	Herb	Court Reporter - Dyer	<ul style="list-style-type: none"> • Oppose • Automobile Traffic • Noise/Vibration • Neighborhoods/Quality of Life 	<p>MR. MICHALEK: My name is Herb Michalek, H-E-R-B, my last name is Michalek, M-I-C-H-A-L-E-K. I'm a resident of the Meadows in Dyer, and what I see is just overwhelming. The traffic is so densely populated now, to put a train station and a rail yard in an area where there are two major nursing homes, Hartsfield Village, Sheffield Manor, there's also a hospice area and a Catholic church where it's supposed to be a quiet area and treated like a hospital situation, to have that kind of traffic, that kind of train noise, train whistles, traffic, I can't understand it. The bottom line I'm not for this at all. 533 Seminary Drive.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #18 regarding noise/vibration impacts.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
424	Meyers	Priscilla	Comment Card - Dyer	<ul style="list-style-type: none"> • Alternatives 	<p>A maintenance facility at the Dyer location will destroy the beauty and quietness of the area/neighborhood. I think maintenance should all be kept in one location at Hammonds.</p>	<p>See Master Response #8 regarding station location changes.</p> <p>The Layover Facility previously proposed for the Munster/Dyer Main Street Station has been moved to the City of Hammond alongside the Maintenance Facility. The southwest corner of Main Street at Sheridan Road would still need to be acquired for the project, but would include ADA parking, a "Kiss-and-Ride" facility, water detention, and a power substation. Figure 3.6-3 of the FEIS details the current Munster/Dyer Main Street Station plan.</p>
425	Murray	Donna	Comment Card - Dyer	<ul style="list-style-type: none"> • Property Acquisitions 	<p>Father lives on sheffield, Mother was put in Dyer Rehab so she could be across the street from family home. What kind of process will take place when we have to move? How much time will we have to move once our home is purchased?</p>	<p>See Master Response #20 regarding property acquisition, relocation, and estimated timelines.</p>
426	Reder	Christine	Comment Card	<ul style="list-style-type: none"> • Alternatives 	<p>Access to Main Street parking in Dyer/Munster. You should consider an entrance on the west side of the lot so south Dyer Station Sauk Village and Lynwood can use Burnham Ave. St John & Dyer would come up Hart</p>	<p>See Master Response #8 regarding station locations.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			- Dyer	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	Street to Rt. 30 west, go over bridge to avoid XXX National crossing on Sheffield. Also would relieve traffic on Sheffield. It's only a tow lane road that is already busy especially at Rt. 30. It also would bring Illinois \$\$ since the next Metro Electric train 20 minutes away for Sauk Village/Lynwood and parts of Crete. Don't like the fact that train stops @ Main Street - should go further south. And are 3 train stations in Hammond really necessary?	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
427	Rizo	Ruben	Court Reporter - Dyer	<ul style="list-style-type: none"> Oppose 	MR. RIZO: My name is Ruben Rizo. My address is 8424 Harrison, Munster, Indiana. I'm against having the train on Ridge. I do not want a parking lot taking some of my yard or even looking at a parking lot in my back yard. I'd prefer them to buy me out or move the train. My phone number is 708-743-2525.	See Master Response #19 regarding opposition to the Project. See Master Response #8 regarding station location changes. The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.
428	Rodriguez	Lori	Court Reporter - Dyer	<ul style="list-style-type: none"> Roadway 	MS. RODRIGUEZ: Lori Rodriguez, L-O-R-I, R-O-D-R-I-G-U-E-Z, 1542 Harrison Avenue. Sheffield, what they're going to do with Sheffield as far as are they going to widen it because I have a business right on Sheffield and I want to know how they are going to widen it because I'm worried about my business. That's it.	The widening of Sheffield is not part of this project.
429	Swenson	Lilian	Comment Card - Dyer	<ul style="list-style-type: none"> Support Automobile Traffic Roadway Connectivity to Subdivisions 	Like the preferred design for Dyer/Munster station. Live at Meadow Lake. We have one entrance/exit onto Seminary Drive for 102 condos. Some concern about traffic implications. Important to have good landscaping and a plan to maintain it. The Hudrack Station used to be an eyesore. Now it looks great. Need the same care for other additions to the community. May need traffic lights at Seminary & Sheffield as people starting exiting parking lot down Seminary to Sheffield. Best to be prepared. It concerns residents at Meadow Lake - the increased traffic. Otherwise I see it as a big plus! :)	See Master Response #26 regarding support for the project. See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
430	Traher	Diane & Ed	Comment Card - Dyer	<ul style="list-style-type: none"> Purpose and Need Property Acquisitions Other 	How will this personally impact our property 640 Seminary Dr. And how close will it be to our home? What is the economic justification for extending the line from Munster to Dyer and the construction of Main station and Parking lot.	See Master Response #31 regarding connectivity to subdivisions. See Master Response #22 regarding the purpose and need of the project. See Master Response #33 regarding the ridership estimates. Your property is located approximately 0.25-mile from the proposed Munster/Dyer Main Street Station parking lot. The parking lot would not connect to Seminary Drive. Ridership forecasts project 3,750 that would use the West Lake Corridor Project in 2037. The stations proposed are in developed areas and spaced to where riders are most likely to benefit from the Project. Refer to Chapter 1 and Section 3.2 of the FEIS for information on ridership. Section 2.1.2 of the FEIS describes the alternatives development process.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
431	Trepton	Connee	Comment Card - Dyer	<ul style="list-style-type: none"> Alternatives Roadway Connectivity to Subdivisions 	<p>1. I believe the citizens of the Meadows subdivision would best be served by NO CONNECTION of Seminary Dr. into the parking lot of the West (Preferred) Alternative. Actually, the East alternatives would be better for them. 2. With all the vacant land IN MUNSTER, it seems it would be better-cheaper in the long run (demo, relocation, land costs, etc) to have train layover there, closer to the station, rather than across "Main Street" and into the Dyer triangle.</p>	<p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p> <p>See Master Response #4 regarding alternatives to avoid developed neighborhoods.</p>
432	VanNoort	Kevin	Court Reporter - Dyer	<ul style="list-style-type: none"> Support 	<p>My name is Kevin VanNoort, V-A-N-N-O-O-R-T. I live in Dyer, Indiana, Northgate Community right south of Main Street there, 834 Jackson Court, Dyer, Indiana 46311. I feel like the train extension coming down south here would be an excellent idea, especially on Main Street, the Munster/Dyer station on Main Street. I actually ride the South Shore every single day. People are complaining that it's going to increase the amount of traffic, and one lady even said it's going to increase pollution. No more people are going to be riding that train than they already do. Instead of driving north and south on Calumet Avenue or 41, they're just going to be staying in a localized area. Some people near that station in the Northgate community will even be able to walk there if they wanted to. The recent ice storm, I was driving there to the Hammond station in the morning, and I can't tell you how incredibly dangerous it was during my 15-20 minute trip up north, and I feel it would be much nicer to have local trains for Dyer residents, Munster residents, Schererville residents, than having to drive such a far distance.</p> <p>One thing that would improve the South Shore line besides having more stations down south here would be switching to an engine-driven car. I know it's going through residential areas and that might not be the best option and that actually might add to pollution, but if people -- I did talk to somebody at tonight's meeting, and they were saying that they would be more happy if we didn't have the South Shore's old technology, I'm assuming it's the electric. Our disabled train during that ice storm got pushed back with an engine. I don't understand why that would really be an issue considering those trains normally go through or they normally get in and out of these areas pretty fast. They're not slow. With the exception of the -- the only thing that might be a problem is that large nightly train storage that's supposed to be in that location. That should be moved possibly further south where it's less populated into Dyer or St. John I feel like. And there's no reason -- if we're already coming this far down south, why not put a station to St. John too because I have a lot of friends who work downtown that drive in, and I feel it might benefit even more, and then they could put that big storage station down there and kill two birds with one stone. Good luck. I hope it gets built.</p>	<p>See Master Response #26 regarding support for the Project.</p>
433	Wagner	John	Comment Card - Dyer	<ul style="list-style-type: none"> Oppose 	<p>This is the largest waste of money that I could have seen in Dyer. We do not need another train station. The one that we have is not being used. You think that putting in a parking lot from main street is going to bring in people and business. I think you are not using your heads, putting the station further south makes some sense, but not at main street.</p>	<p>See Master Response #19 regarding opposition to the Project.</p>
434	Wheels	Helen	Comment Card -Dyer	<ul style="list-style-type: none"> Other 	<p>No New "Hidden" Taxes Impact Fees or Other Fees, (I.e. "Stif Tax") Pg 18</p>	<p>Thank you for your comment; it is noted for the record.</p>

Table H6-3: Response to Court Reporter Comments – January 18, 2017 Public Hearing for DEIS, Hammond

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
435	Chocholek	Tom	Court Reporter - Hammond	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Purpose and Need • Alternatives 	<p>I live at 1732 Stanton Avenue. It's in Hammond, but it's a Whiting, Indiana, post office because of the post office exchange there. My home phone is 219-59-7943. The first thing I'll say, for nine miles of track at a cost of \$600 million and then some, to me that's just ludicrous. There's got to be some other alternative. My question is - and I said this to Michael Nolan, the CEO there of the South Shore, President, I said, "How did you guys conduct your study?" And then he told me about all these different federal requirements, which I don't really understand. I said, Did anybody go down to the Hammond station or the Roxanna station and actually take a count as the people pulled in before they boarded the train, asked them, are you from Hammond? Are you from Munster? Are you from Dyer?' To see exactly what the ridership total is from your area?" Because the warrant is \$600 million, 9-mile track, and you only got, say, 20 to 30 riders daily from that neck of the woods, you can just have buses bus them into Hammond and then take the South Shore. That's just my opinion because we're using Taxpayer money to fund this, and that's a pretty steep price tag, as far as I'm concerned, for 9 miles of road. The other thing is: Why wasn't this put out for a referendum for the people to vote on in the area since it's affecting us? and we're using our tax dollars, too. I think that's it. I think I got it all covered. If I had to choose one, there's four options there. The one that's going through Hammond, and I look at that, I don't know how the price tag varies on each option, I'm being quite frank, from what I looked at, I tell you what, I really kind of like that IHB alternative.</p>	<p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #33 regarding ridership projections.</p> <p>See Master Response #17 regarding a request for referendum.</p> <p>Section 1.2.2 of the FEIS discusses two passenger surveys that were performed, the South Shore Line (SSL) Onboard Passenger Survey in 2013 and the Metra's Systemwide Origin-Destination Passenger Survey in 2006. The SSL survey found that nearly 25 percent of passengers using the Hammond and East Chicago stations had residential origins that were more than 10 miles from each of the two stations and the Metra survey found that many Lake County residents are driving an average of 12.2 miles to board the existing Metra Electric District line to head north into Chicago.</p> <p>While cost is a factor in the selection of alternatives, other factors such as constructability and environmental impact are also evaluated. The FEIS Preferred Alternative offers the least environmental impact for the cost.</p> <p>The IHB Alternative was the longest route, had the highest number of property impacts, and traveled through environmentally sensitive areas. Additionally, the City of Hammond was not supportive of the IHB alternative. Therefore, it was not selected as the FEIS Preferred Alternative.</p>
436	Cipowski	Jeff	Court Reporter - Hammond	<ul style="list-style-type: none"> • Support • Roadway Connectivity to Subdivisions 	<p>I'm in support of the train and its current route. The only opinion that I have is the parking lot for the Munster/Dyer Main Street station. I currently live in West 32 Lakes, and the design shows an outlet into our subdivision to access the parking lot. And then it shows an outlet into the subdivision to our south. Currently, the West Lake subdivision, there's traffic issues currently with that road. There's about another 75 lots to be developed in that subdivision, which would create just strictly more traffic just for the residents. The traffic flow pattern through the subdivision would not be, let's say, in the best interest of those that live there. Currently, in the evenings, there's a large backup of traffic on Glenwood-Lansing Road and Calumet Avenue turning south to go to Dyer and St. John. And I feel that if they find out that that road is open, even if it is a parking lot, that traffic not only to the train but traffic cutting through to get to the south would be increased at such levels that the subdivision would be, I guess, I don't know what the term is, overwhelmed. So I don't have any opposition to the train or the station or the parking lot. I just feel that the best interest of the residents that live to the north and to the south of that parking lot, that access to their subdivision to their parking lot is not in their best interest.</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding connectivity of the West Lakes Subdivision.</p>
437	Collazo	Luis	Court Reporter - Hammond	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Acquisitions 	<p>My question is in this whole ordeal, we have been told how the project is going, is progressing, but yet the homeowners that are going to be losing the properties have not been given any type of information as far as when will we be acquiring your property? And at what value? Any kind of information in that manner. It's just</p>	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #20 regarding property</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					been about them, them and them. How pretty, you know, our train is going to look and how much revenue is going to produce. But, yet, there's quite a bit of people that will be losing their property, but they say nothing about that. And it would have been nicer if they would have had more information on that behalf. I don't want any of their options.	acquisition/relocation.
438	Corriere	Theresa	Comment Card - Hammond	<ul style="list-style-type: none"> • Alternatives 	Got all my questions answered. Do not think a second station in Hammond is needed.	See Master Response #8 regarding station locations.
439	Crist	Joan	Comment Card - Hammond	<ul style="list-style-type: none"> • Alternatives • General Environmental/Ecological Resources 	Mass transit - Great; In Hammond - Great; The station and parking lot at 173rd - unnecessary negative impacts. If the goal is walk as little as the deis states, no parking lot is needed. If people want to drive to a station, they can drive another 2 miles to downtown Hammond, or North Hammond, which need commercial traffic. The Natural area at 173rd St. needs to be preserved, both for the sake of caring for natural resources and for human quality of life. I want a commitment from NICTD to clear limits on building and paving at 173rd St.	See Master Response #8 regarding station locations. See Master Response #12 regarding green space.
440	Crist	Joan	Comment Card - Hammond	<ul style="list-style-type: none"> • Other 	Explain exactly what federal regulations apply to the size and number of parking spaces required at a commuter rail station	See Master Response #33 regarding ridership. There are not specific federal regulations that govern the size and number of spaces required at a commuter rail station, however, the number of parking spaces and size of parking lots would be determined based on ridership forecasts. The ridership forecasting analysis was modeled based on FTA's Simplified-Trips-on-Project Software.
441	Dunn	Donna	Court Reporter - Hammond	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Purpose and Need 	This train is not needed. If it was needed, the people would be asking for it instead of the politicians ramming it down our throats. This money, this billion dollars could be spent better on our schools, on our residents, on our roads. There's many things that this money could be spent on. This should have been put in front of a referendum and so that the people decide how they want their tax money spent. The only reason this train project is even as far along as it is because of the Lake County Option Income Tax. Our tax money is going for this train. We pay for it. Our kids will pay for it and our grandkids will pay for it. It is not going to create that many jobs. There will only be maybe 50 permanent jobs. The same people that promised us 80,000 jobs when the airport runway expansion are the same people promising us tens of thousands of jobs now with this train. The track record, not that good. We don't have any new jobs at the airport. We currently have -- they keep saying that we need 30 more -- a route to Chicago. We already have a route to Chicago. Hammond has a station, East Chicago has a station, Gary has a Station. There is three stations in this county already. There is absolutely no economic development around any of those stations. Let's have some economic development around the stations that we currently have. Let's build them up first. Let's rehab those neighborhoods. The time to do this project was 30 years ago. By the time this project is done, people will be having autonomous cars. There's already autonomous trucks. This is 100-year-old technology. We need to be looking to the future, not to the past.	See Master Response #19 regarding opposition to the Project. See Master Response #22 regarding the need for the Project. See Master Response #13 regarding funding and taxes. See Master Response #17 regarding a request for referendum.
442	Fox	Andrew	Comment Card - Hammond	<ul style="list-style-type: none"> • Bicycle/Pedestrian 	In design of the south Hammond station, pedestrian access should be provided for from the west at the North/169th Street end of the station for those that line within walking distance w/w of the station.	In coordination with the City of Hammond, NICTD has adjusted the design for the South Hammond Station. The station would be located just north of 173rd Street, east of the tracks. Parking would be divided between vacant parcels north and south of 173rd Street. Therefore, the current plans do not include pedestrian access across the railroad tracks at 169th Street. Pedestrians approaching from the west would need to use the trail

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						or other means to gain access to the station at 173rd Street.
443	Galarza	Maria	Comment Card - Hammond	<ul style="list-style-type: none"> • Automobile Traffic • Noise/Vibration 	Good location only concern is noise and traffic.	<p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
444	Gamino	Leon	Court Reporter - Hammond	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum 	I'm a Hammond resident. To me, this is just window dressing unless they want to have -- unless they're going to talk about a referendum. If there's no referendum on this thing, this is for show and it means absolutely nothing to the public. It just seems like they're going to ram this thing down everybody's throat without any kind of a process to give the residents here some kind of say on whether or not they pay for this thing or not. Without a referendum, this means absolutely nothing. It's just something to make it look, their PR to make it look like they actually care about the input of the residents in this community. And that's pretty much it. I think we should have a say so on this. From what they're giving me here, I don't know what any of this stuff means. As far as I'm concerned, with no further information than this, it's a thumb's up or thumb's down thing. I say vote no on it. Until we know what this thing entails, why is this good for Hammond residents? The average median income in this community is probably like \$40,000, and we're going to go ahead and go on the hook for \$30 million so people that live out in Dyer with twice the 28 annual income can commute back and forth without having to drive up here? What's the upside on in? I don't see it. And this doesn't really explain to me, it doesn't tell me anything. This is just a bunch of gobbledygook on different ways that they're going to ram this thing through. It's like a kid telling you "well, Dad, tell you what. You don't have to buy me the Lexus, I'll settle for a Hyundai." That's all this is.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #17 regarding a request for referendum.</p>
445	Graham	Terry	Comment Card - Hammond	<ul style="list-style-type: none"> • Noise/Vibration • Property Values • Bicycle/Pedestrian 	I live on Lynan Ave & Fornwood St. My concern is noise, vibration, access to the bike trail (I use it and love it) and decreased home value. I also created and maintain a large garden on the bike trail that is enjoyed by many. Will it be destroyed?	<p>See Master Response #9 regarding bike/pedestrian trails.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #21 regarding property values.</p> <p>The existing garden is partially within the current Project footprint. Design is at a preliminary phase and specific impacts to the garden are unknown at this time; however, it is the intent of the Project to avoid the garden, if feasible. The current engineering plans are included as Appendix E of the FEIS.</p>
446	Gross	Peggy	Comment Card - Hammond	<ul style="list-style-type: none"> • Automobile Traffic • Noise/Vibration • Safety/Security • Property Values 	Commuter Parking on residential side streets - how will it be addressed and how quickly to violators. *Since 173rd (Ham'd) is a hospital Rte. - What is going to happen to the intersection at Harrison? Lights-gates-what will happen if an ambulance comes & the train is stopped for passengers? *Noise & vibration levels - How will they affect our homes & foundations? *How will property values be affected & how close to the rail line will they need to be to not be affected? *What will be the security for the Parking lots, surrounding houses, etc?	<p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #24 regarding safety of local residents and emergency response vehicle access.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
447	Henry	Amanda	Comment Card - Hammond	<ul style="list-style-type: none"> • Oppose • Alternatives • Noise/Vibration • Safety/Security • Aesthetics/Visual 	Where you're planning to put this train is going to be right in front of my house. I really don't want to see that. That's going to be an eye sore. Right now I get to see the beautiful bike path and cemetery. There's also going to be noise, as well as a light disturbance. What about the dangers of having a train next to a bike path? I don't want to see a train in front of my house. Is there a different route? Rate of speed per train?	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #2 regarding visual impacts.</p> <p>See Master Response #4 regarding location of the tracks.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #24 regarding safety of local residents and bicyclists/pedestrians.</p> <p>South Shore Line (SSL) trains would operate at 40 miles per hour in this section.</p>
448	Kreisl	Chuck	Comment Card - Hammond	<ul style="list-style-type: none"> • Funding/Taxes/Referendum, Roadway 	What type of road improvements will take place to Main St.? Where does all the funding come from?	<p>See Master Response #13 regarding funding/taxes.</p> <p>An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road.</p>
449	Mores	Ruth	Comment Card - Hammond	<ul style="list-style-type: none"> • Transit Oriented Development • General Environmental/Ecological Resources 	South Hammond Station is in an area that is now a tranquil, tree lined, bike path accessible neighborhood - we'd like to keep as much "Green Space" as possible. Hold off on the T.O.D. Don't need condos in South Hammond. Is "Tree mitigation" a requirement in project? Who pays? (Replace trees taken during construction. What about a multi-story parking garage to save on foot print of parking lot?	<p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #12 regarding green space.</p> <p>spaces and size of parking lots would be determined based on ridership forecasts. As the project develops the design team would look for feasible ways to optimize parking lot footprints and incorporate sustainable design elements.</p>
450	Pennanen	Michael	Comment Card - Hammond	<ul style="list-style-type: none"> • General Environmental/Ecological Resources 	Regarding the South Hammond Station area, between 169th and 173rd: How much land to the east of the parking lot will be preserved as a "green space" corridor? Can you make a commitment in your final EIS as to how much land will be set aside for the existing natural environment?	See Master Response #12 regarding green space.
451	Pennanen	Valerie	Comment Card - Hammond	<ul style="list-style-type: none"> • General Environmental/Ecological Resources 	Please state specifically IN WRITING, in your FINAL Environmental Impact Statement, your plans to preserve the natural green corridor in South Hammond. Wildlife frequently use this space, and some live there either seasonally or all year round. There are bumblebees (note that the rusty patch bumblebee is an endangered species) who rely on the red clover to survive. There is a fox who lives in a wooded area of the field north of 173rd Street and east of Lyman. There are hawks who nest in the nearby cottonwood trees. All of these creatures deserve to live as peacefully as possible in their habitat. I expect to submit a petition to NICTD very shortly, with signatures of other local residents who agree that the survival of nature MUST be a top priority.	<p>Duplicate of Comment 262, which was received via an online comment form.</p> <p>As part of the development of the DEIS, a Natural Resources Technical Report was prepared and it has been updated for the FEIS. Results are summarized in Section 5.8 of the FEIS. No federally-protected species are within the Project Area. Additionally, there are no threats to state-protected plant species in the Project Area. NICTD expects no direct impacts and only negligible indirect impacts on state-protected animal species. The Project would affect 15.97 acres of woodland habitat. To mitigate the loss of trees as a result of construction of the Project, NICTD</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						would continue to coordinate with Indiana Department of Natural Resources (INDNR) regarding the appropriate mitigation for tree replacement. NICTD would consult INDNR's tree replacement guidelines.
452	Phemister	Leslie	Comment Form	<ul style="list-style-type: none"> Public Involvement/NEPA Process Aesthetics/Visual Bicycle/Pedestrian 	Start working with communities now to ensure ped access to/from residents. People will want o walk/bike/cross some prospect stations are great but don't get local neighbors connecting. They need to come up with ways to fund the important 1 mile radius of access & crossings.	<p>See Master Response #16 regarding the NEPA process/public outreach program.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #10 regarding bike/pedestrian resources.</p>
453	Rogers	Walter Matthew	Court Reporter - Hammond	<ul style="list-style-type: none"> General Environmental/Ecological Resources 	<p>My name is Walter Matthew Rogers. My contact info is 20 Indy-Illi Parkway, Hammond, 46324. My email is w.matthew.rogers1@gmail.com.</p> <p>According to the plan as it now stands, all wetlands will be replaced. My request and suggestion is that in the same way all trees will be replaced. Any tree that is cut down should be replaced somewhere else. If some part of a greenway has to be removed for parking, please make sure that it is absolutely essential and that there are no other alternatives. Every tree is a life. They are no less essential than wetlands. It is only a matter of perspective. As the plan now stands, the beltway from 173rd down to 165th will remain largely intact, but the thousand-space parking lot seems excessive, and it does cut into one of the few green beltways we have in Hammond.</p> <p>My comment is intended to raise the sensitivity to the trees and other life that are already there right now. My suggestion goes one step further than protection. Let's not only protect what we have and replace what we must take away, but let's use this opportunity to beautify what we have. That same beltway, for example, between 173rd and 165th could be made so much more beautiful with just a little bit of care. All we need is to clean it and to keep it clean. It wouldn't take anything to create just a small walking path for residents to truly enjoy.</p> <p>If you want an example of how this kind of thing can really generate beauty in a community, all you have to do is go to the North Shore of Chicago and see what they've done with the Greenbay Trail. That trail is an essential element to the property and the value of those communities. This is a chance for NICTD to create the same kind of value at the same time that they are creating a new train line. I think this would make NICTD a hero instead of someone trying to balance all of the opposing interests. If we just paid attention to the life of trees, as a metaphor, and also as a practical solution, this whole project will take on a new face for everyone involved.</p> <p>As a last comment, I noticed that there is also federal funding opportunities here going side by side with the railway. For instance, the Recreation Trail Program offered under the U.S. Department of Transportation directs us to the Indiana Department of Natural Resources, who has a million dollars grant for the Recreational Trails Program for our state. This is a perfect tie-in. NICTD doesn't have to even pay for it all themselves. They can create beautiful greenbelts with the help of other money outside of their own budget. So thank you for your time and attention to this.</p> <p>As far as my preference for the four plans, I think your proposed alternative is the best. It has the least damage to all of the environmental issues I'm talking about. I think your thousand-space parking lot is a bit over-the-top, but that can be hopefully remedied through other situations. And perhaps even purchasing other land for</p>	See Master Response #12 regarding green space/trees.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					parking rather than the land directly along the greenbelt.	
454	Sandridge	Michael	Comment Card - Hammond	• Funding/Taxes/Referendum	I'm worried about the original price tag of \$600M increasing. Similar to NICTD projects in the past. Residents already feel left out of this process after council members agreed to fund w/o public input. Who will pay the annual maintenance costs? Will it be allocated by stations per city? Will there be a TIF implemented to pay for annual maintenance? Do you ever think this train will be able to break even for annual operating costs?	The estimated annual Operating & Maintenance (O&M) cost is estimated at \$9.61 million in 2017 dollars. Day-to-day operations would be covered by a combination of passenger fares, funding secured by the Northwest Indiana Regional Development Authority (RDA) through 2028, and NICTD's existing operating revenue sources which includes State operating assistance, federal formula funds, and parking lot revenue.
455A	Schreiner	John	Comment Card - Hammond	• Oppose	Prefer No Build. The expense and construction is extensive. Use the money for maintaining the existing trains and better service. Drop the entire process.	See Master Response #19 regarding opposition to the Project.
455B	Schreiner	John	Court Reporter - Hammond	• South Shore Line	<p>My name is John Schreiner. Contact information is email address pilgrim120@SBCglobal.net. Yeah, this expansion line will directly affect my neighborhood. It's a lot of money. I don't think we really need to be spending that money for that when they can use other alternate means of transporting the people, like buses is a good suggestion to get them to the existing stations. And they said there were overcrowded conditions at the parking lots. Hegewisch has gobs of room there available for people to park. Hammond, the other stations might have problems, but Hegewisch is open. And I'd like to see them spend the money, instead, on maintaining the service that exists and maintaining the train, coaches and equipment. Right now, they're running short on some of the train cars, trains shorted some cars because they're in for repairs. And they also have problems keeping things on time. Example is last Thursday, we had the ice storm. I was stuck on the Sunrise Express. It was standing room only. I got on in Hegewisch. I was stuck on the train for five hours. And the train just ran back and forth past the Hegewisch station twice and it never made it up to Chicago. It stopped going around the bend before it got to the Metro lines. And it said we can't go any further because of the icing on the lines and on the [] pannographs. Conditions were just deplorable. We weren't given regular updates. We weren't even given opportunities to exit the train as it went back and forth from the Hegewisch station, trying to knock ice off the lines. And all the people were just prisoners on the train for five hours. And there was just a big fiasco. They could improve the service, plan better, and allow for these things.</p> <p>Once we were stuck there, they said they were going to send a diesel to push the train back to Hegewisch. An hour or so later, the diesel never showed up and the train just hobbled back to Hegewisch train station. And we had to wait for the trains that were stationed at the Hegewisch train station to go, that were planning on following us up to Chicago because they couldn't move forward because we couldn't move forward. It was just one big mess. They could start planning a little bit better the maintenance and service.</p> <p>Thank you.</p> <p>I prefer a no-build option and leaving things just the way they are and scrapping the idea of the existing extending the line to Dyer and Munster. Thank you very much.</p> <p>I've been riding the line for 30 years. I'm a 30-year veteran passenger retiring this year, so I know what I'm talking about having to stand at the stations in the middle of the cold weather and they say the train's coming in 10 minutes and it doesn't show up for 20 or 25.</p> <p>And they're just not relating well, communicating to the people. Plus, when you call the South Shore, all you get are messages to leave messages rather than talking to individuals.</p>	Thank you for your comment, it is noted for the record.
456	Slazyk	Mary Ellen	Comment Card - Hammond	• Oppose	The South Shore Extension will not benefit our neighborhood. Instead, it replaces our place & safety with noise and danger. The proposed route places it right next to Eggers Middle School. This puts our kids in danger.	See Master Response #19 regarding opposition to the Project.
457	Stabler	Perry MX	Comment Card	• Funding/Taxes/Referendum	You don't have the credit match you are legislating from house bill 1618 possible house bill 1114 taking casino	See Master Response #13 regarding funding. Current design



Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			- Hammond	<ul style="list-style-type: none"> • Other 	money from schools and city services to pay for Petey's train. Are beams going to be made of cement or steel	includes steel beams.
458	Torres	Pete	Comment Card - Hammond	<ul style="list-style-type: none"> • Purpose and Need • Property Acquisitions 	Why do we need new railroad stations? How are homeowners - renters getting compensated for their homes	<p>See Master Response #22 regarding purpose and need of the Project.</p> <p>See Master Response #20 regarding property acquisitions.</p>

Table H6-4: Response to Court Reporter Comments - January 19, 2017 Public Hearing for DEIS, Munster

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
459	Ariga	Deepak	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	We need the train. I agree with all the proposed economic and cultural positive impacts. This will be a boon to the local economy and environment.	See Master Response #26 regarding support of the Project.
460	Artenga	Sue	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Purpose and Need 	We do not need an expensive train or backyard. The town of Munster has sold our area out. There have been lies - our town council just want money for 8 mile train at billions. Four stations that we don't need. No vote to decide on this train. Our houses will be worth nothing. This meeting was a waste of time.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #22 regarding the purpose and need for the Project.</p> <p>See Master Response #17 regarding a referendum.</p>
461	Audello	A.	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	No 2nd Entrance to West Lakes subdivision. Will increase traffic on Margo and could increase crime and church traffic diverted through subdivision.	See Master Response #31 regarding traffic and connections to subdivisions.
462	Barnhart	Ryan	Court Reporter - Munster	<ul style="list-style-type: none"> • Oppose • Alternatives 	My name is Ryan Barnhart, I live at 8121 Highland Place in Munster. I'm against the train. Me and my fiancé moved, bought the house there, and whenever we moved there, everything seemed nice, and then they tore down the condos or the duplexes behind our house, they said it was for a park. About a year later we came and we found out that they were putting a train there, and basically we've had no recourse. There's nothing we can do, so I'm very against this train. I don't know why we need two stations in Munster. I would prefer it if there were no stations in Munster and there was one in Hammond and one in Dyer. That's all I have.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station locations.</p>
463	Bell	Gary	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I live in the Westlakes subdivision. We do not want to parking lot to access Margo Lane or the subdivision. Too much traffic, speeding card and the road is not designed for such traffic. This concerns the South Munster station. Thank you.	See Master Response #31 regarding traffic and connections to subdivisions.
464	Bell	Tiffani	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	I am not totally opposed to the train but I am extremely concerned about access to the station thru the West Lakes subdivision down Margo Lane. This is a residential area that already has traffic issues. The safety of the residents would be at stake. How are children supposed to board school buses? The church and park at the front of the subdivision gets crowded. How could hundreds of cars speeding to catch the train be an asset to our community? (west lakes subdivision)	See Master Response #31 regarding traffic and connections to subdivisions.
465	Bianchi	Mimi	Comment Card - Munster	<ul style="list-style-type: none"> • Safety/Security • Other 	1. what are the plans to make NW munster (Munster/?) more than just a parking lot for commuters? 2. What is the health impact (re: high tension line)? 3. What if any plans to connect NWI to Chicago area airports?	<p>See Master Response #27 regarding Transit-Oriented Development.</p> <p>This project scope does not include plans for any high-tension lines, it is for commuter rail only. Currently NICTD has no plans to directly connect the South Shore Line (SSL) to Chicago area airports, although transfers on existing lines would facilitate such a connection.</p>
466	Bochnowski	Ann	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	This would be a positive economic development for our town and the whole area! We would compete for families who earn high wages in Chicago because we would have a train.	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
467	Bollinger	Jeff	Court Reporter - Munster	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Alternatives • Automobile Traffic 	<p>My name is Jeff Bollinger, B-O-L-L-I-N-G-E-R, my address is 8504 Harrison Avenue. I am opposed to the new station and the train running through Munster. One, I believe it's just going to cause way too much traffic for the condensed area that it is in.</p> <p>Also, you know, with the school district and church down the street, you know, eventually over time I believe it's going to end up causing more people money and taxes due to, you know, cleaning the streets, fixing the streets, fixing the railroad, just tons and tons of traffic, just bottom line just opposed to the train station.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #29 regarding traffic congestion.</p> <p>See Master Response #19 regarding opposition to the Project.</p>
468	Branagan	Patrick and Rachel	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	<p>I fully support this project - it would really be great to have better access to the South Shore, closer stations than East Chicago and Hammond. Retail development would also improve our quality of life - being able to shop closer to home in our own neighborhood would be ideal and keeping revenue in Munster would be great. Currently Highland and Schererville get most of our retail business.</p>	<p>See Master Response #26 regarding support for the Project.</p>
469	Budeselich	Michelle	Court Reporter - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Safety/Security • Transit Oriented Development 	<p>My name is Michelle Budeselich, M-I-C-H-E-L-L-E, last name is B-U-D-E-S-E-L-I-C-H, I live at 340 Norwich Court in Munster, Indiana, and I currently am opposed to the train plan for two primary reasons: The first one is low income housing or Section 8 housing, I do not want any of that in the area where I live for property value concerns as well as school evaluation concerns and just overall crime and, you know, all of that. The second reason is the possibility of having a train parking in West Lakes subdivision, which is where I live. I think it's a huge concern, and I don't even know how it's even possibly feasible.</p> <p>We already have an abundance of traffic given the Family Christian Center on the corner that causes a nightmare of traffic all week long. We have tons of delays getting in and out of our subdivision. I can't even imagine if we threw a commuter week-long process into that.</p> <p>In addition, I mean just thinking of the commuter trains in the morning and our kids being out on school buses and people racing to get to those trains on time. We have two lanes going down Margo, and it's already tight, so if people park on either side of the street, then you have like a one-lane situation, and it's caused a bunch of accidents already, in addition to safety concerns obviously and primarily.</p> <p>I also think that I mean overall just in and out having two entrances would cause more crime. The possibility of just more vandalism, things like that. Right now we're at a dead end, so people know they can't get out in a hurry, but that would create the opportunity for all those things to happen, so I am highly opposed for those two reasons. If those two issues were not in play, I'd be all for it. Thanks.</p>	<p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #31 regarding connectivity to West Lakes subdivision.</p> <p>See Master Response #32 regarding affordable, low-income, and Section 8 housing.</p>
470	Burgess	David	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	<p>I live in West Lakes subdivision on Margo Lane in Munster. I am opposed to any alternative that turns Margo Lane into a thru street. Traffic on Margo Lane is already a problem from the "Church" on the corner of Margo and 43rd. I bought my house because it is not on a thru street. I do not want to live on a thru street.</p>	<p>See Master Response #31 regarding traffic and connections to subdivisions.</p>
471	Camp	Roland	Comment Card - Munster	<ul style="list-style-type: none"> • Purpose and Need • Alternatives 	<p>1. Extending the West Lake Corridor train will contribute to urban sprawl. 2. Why is it necessary to have a station at Ridge Road and another 10 blocks - less than 1.5 miles - away in Hammond?</p>	<p>See Master Response #22 regarding the need for the Project.</p> <p>See Master Response #8 regarding station locations.</p>
472	Carver	Dawn	Comment Card - Munster	<ul style="list-style-type: none"> • Alternatives • Neighborhoods/Quality of Life 	<p>I have lived in NWI all my life. I am for the train but the station/parking lot proposal is in my backyard. My backyard is beautiful with large trees, open land, and an old bard. A parking lot/station would be intrusive, invade my private, create security issue, not to mention the parking lot lights. While I want to be understanding, I have picked my house for the backyard. I re-did it, putting in all wood floors by my hands, painted, replace the kitchen, roof, and windows. I often sleep with my windows open or walk the dogs without locking my doors. While change is hard and sometimes good, this change feels forced and without my input or interest. If I can't stop it please buy me out and make some green space.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>Project design is currently at a preliminary phase and property needs may change as the design develops, particularly as the Project seeks to minimize impacts.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
473	Charz	Robert	Court Reporter - Munster	<ul style="list-style-type: none"> • Safety/Security 	<p>My name is Robert Charz, 8421 Moraine avenue. Indiana people are armed and they go into -- they're expected to go into the murder capital of the United States unarmed. That's a crazy thing to ask people to do. Now when the people leave their guns at home in Indiana, that means everybody in Chicago is going to come to Indiana looking for guns. Anyway, that's it.</p>	See Master Response #24 regarding safety of local residents.
474	Charz	Robert	Comment – Munster	<ul style="list-style-type: none"> • Neighborhoods/Quality of Life • Bicycle/Pedestrian 	<p>Illinois has an extensive trail system. In Illinois, people can walk, ride, roller blade, snow shoe, and in some cases even ride horses on these trails. Indiana has very little for residents when it comes to recreational paths. But we do have a walking path in Munster. It is the only trail in the area and the current proposal for the train will create a barrier making it hard for seniors like myself, children and families to cross from the west side of the train tracks to the rest of the town. It will deny access and wall us off.</p> <p>I regularly walk around the town. I cut across the path to get to the side streets on the east side of the path so I can walk in a pollution and noise free area. I am able to get from my house on Morain Ave to go to the library for example. My route is quiet and safe. I am a senior citizen and walking several times a week is beneficial for my health. The sound barrier proposed for noise abatement is going to wall off people who either use the walking path or cross over it to get to the neighborhoods on the other side. I will be forced to go to ridge Road where my route will be unsafe, congested, extremely noise and the air quality is bad. I am not saying there should not be a sound barrier. I am saying there should not be a train that goes through the heart of a residential area. This train is going to negatively affect the health of the residents nearby. There will be increased noise, congestion, pollution and make walking in the area impossible. If there must be a train, there should be another route where it does not go through a neighborhood.</p> <p>(Additional information on the West Lake subdivision included with comment)</p>	<p>See Master Response #9 regarding bike/pedestrian paths.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #4 regarding alternative alignment to the east to avoid neighborhoods.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>Chapter 5 of the FEIS details the methodology and findings of the noise assessment.</p>
475	Cipowski	Addison	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Do not connect parking lots to Munster/Dyer to subdivision in West Lakes. Too many cars will make it dangerous.	See Master Response #31 regarding traffic and connections to subdivisions.
476	Cipowski	Andrew	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Do not connect the West Lakes parking lot to West Lakes subdivision. I won't be able to feel safe with so many cars racing through.	See Master Response #31 regarding traffic and connections to subdivisions.
477	Cipowski	Kim	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	My concern is the connection of the proposed parking lot (west of the train station) to our subdivision. Margo Lane is not made to handle the current traffic that uses it. Plus there are approximately 75 lots to be developed. You add train parking to that traffic pattern and you have created a dangerous situation for residents of the West Lake Subdivision. Also, there is a large amount of traffic that goes east on Glenwood-Lansing and turns South on Calumet to get to Dyer and St. John. If they find a cut through (even if it goes through a parking lot) they will use it. Increasing traffic even more. You want parking south of West Lakes Subdivision fine don't connect it to the subdivisions.	See Master Response #31 regarding traffic and connections to subdivisions.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
478	Colwell	Brian	Comment Card - Munster	<ul style="list-style-type: none"> Noise/Vibration Safety/Security Aesthetics/Visual Property Values 	My main concern is the proposed Muster Ridge Road station and the parking. What is going to be done to mitigate the noise, light, and safety issues for properties that will be adjacent to the parking lot? What about the decrease in property values for those residences?	<p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south.</p> <p>Safety is discussed in Section 4.8.4 and the mitigation measures are described in Section 4.8.5 of the FEIS.</p> <p>Visual impacts including light glare are described in Section 4.7.4 of the FEIS. Screening would be incorporated, where necessary to minimize visual and noise impacts on neighboring properties. NICTD would coordinate with the local municipalities and responsible agencies to create visual design guidelines for the Project, such as the selection of landscape treatments that would be consistent with applicable local policies and compatible with the character of the affected community.</p>
479	Cooper	Janet	Comment Card - Munster	<ul style="list-style-type: none"> Oppose Purpose and Need 	Most people that will ride the train from Munster are already riding it using the Hammond or East Chicago stations. I think you have greatly overestimated new ridership. Most riders will just switch stations. Not worth the huge expenditures, trouble and displacement which will ruin our neighborhood.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #22 regarding the need for the Project.</p>
480	Coslet	Kristen	Comment Card - Munster	<ul style="list-style-type: none"> Support 	Thank you for bringing information. Great Job! I support all of your efforts to make NWI treat with top notch public rail transportation throughout the region.	See Master Response #26 regarding support for the Project.
481	Craig	Timothy	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose Alternatives Hazardous Materials 	<p>My name is Timothy Craig, C-R-A-I-G, and I'm at 8516 Garfield Avenue in Munster, Indiana. My house butts right up against the train tracks, so obviously I'm against. I'm against the train in general, but if the train is going to happen, I see no need for the train station to be on Ridge Road.</p> <p>It's already congested there enough. Calumet Avenue is a nightmare. It's gridlocked traffic a lot of times. I just don't see how they'll make that work.</p> <p>Another thing that I'm also concerned about, this whole thing, I worry about my wife who suffers from anxiety and panic attacks, and, you know, the idea of not knowing what's going to happen is one thing, but when this actually happens, I don't know how she'll be able to handle that.</p> <p>Another concern, if they put the parking lot, the Ridge Road station, I know they'll have to tear down some old farm houses and some barns, and I know for a fact all those are covered with asbestos siding and asbestos roofing. What will they do to protect the neighbors if that happens as far as, you know, asbestos dust flying all over the place? I never heard anybody discuss that part of it. But I'm totally against this for a variety of reasons, and I have friends that stated other views that I know are already recorded, so just off the top of my head, that's all I've got.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.</p> <p>An initial site assessment is required for any property purchase and would identify the presence of any hazardous material, such as asbestos, on any building to be demolished. Contractors would be required to proceed with removal in a manner consistent with best practices and applicable air quality permits.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
482	Czaszwick	Ben	Comment Card - Munster	<ul style="list-style-type: none"> Alternatives 	Option 1 - a flyover station starting at Douglas will not only kill downtown, but nothing will ever open. Option 2 and 3 with a downtown station would possibly bring in business and people to reside. No one moves into an area with no businesses to service their needs. Downtown Hammond already has plenty of vacant buildings and ample parking to easily be converted into a huge and viable station. You may be able to, not have to displace so many people, by having two stations so close together in the south end.	See Master Response #8 regarding station locations.
483	Damico	Jared	Comment Card - Munster	<ul style="list-style-type: none"> Support Roadway Connectivity to Subdivisions 	Very excited about the potential for this project-make it happen! Concern is impact on Margo in West Lakes. Please make traffic control provisions of connecting to main street.	<p>See Master Response #26 regarding support for the Project.</p> <p>See Master Response #31 regarding connectivity of the West Lakes Subdivision.</p>
484	Davis	Bill	Comment Card - Munster	<ul style="list-style-type: none"> General Environmental/Ecological Resources 	Concerned about "green space"/overflow on Manor (north of Ridge) just west of proposed rail line. I own property in the neighborhood and am concerned if further "green space" acquisition will jeopardize my property or adjacent properties.	<p>See Master Response #8 regarding station locations.</p> <p>The Project design has not yet been finalized; therefore, property needs may change as the design develops, particularly as the Project seeks to minimize impacts. The <i>West Lake Corridor Project Acquisitions and Displacements/ Economic Assessment Technical Report</i> is Appendix G3 of the FEIS and shows the properties currently affected. There are currently no homes displaced for the Munster Ridge Road Station.</p>
485	Davis	Susan	Court Reporter - Munster	<ul style="list-style-type: none"> Alternatives Neighborhoods/Quality of Life 	Susan Davis, 8425 Harrison Avenue, 219-836-4735. And I'm strongly opposed to the placement of the Ridge Road station. I don't see any reason to place it there when the environmental impact statement says that it is not compatible with the current residential neighborhood. There's going to be another station within a mile or so to the south and another one to the north, I think this is totally unnecessary. It's going to be very disruptive to the existing community. It's going to cause displacement of residents, and it's going to -- for those of us who are near to the station, it's going to have a very impact on our property values and our lives, and my family has been on the property for 70 years, and most of our neighbors have been there between 30 and 70 years. We have people with special needs children. We have elderly residents, and we don't want to be dealing with the additional traffic. There does not seem to a cohesive plan for dealing with the traffic and the noise, et cetera, lights. We just don't see any need for the placement of this station there unless it is just to open a gateway for the Transit Oriented Development, which we understand may be in the works next which will have an even more dramatic impact on the residents in the area there.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
486	Davis	Thomas	Court Reporter - Munster	<ul style="list-style-type: none"> Alternatives Automobile Traffic Noise/Vibration Aesthetics/Visual 	My name is Thomas Davis. I live at 8425 Harrison Avenue, Munster, Indiana. My number is area code 219-836-4735. I am very opposed to this station just on the fact that it's an increase in noise, it's an increase in light pollution from the parking lot. The traffic is going to be a lot worse than it is now on Harrison Avenue and Ridge Road. There's a school right down the street that when the traffic comes from it at 3:00 o'clock, it's already backed up from Briar Lane to Ridge. I can't imagine what it's going to be like with a train station on Ridge Road. That's basically it. I'm just not for it. Thank you.	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>Coordination is ongoing with the communities in regard to the design of the parking lots and the use of appropriate visual screening.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
487	DeRolf	Peggy	Comment Card - Munster	<ul style="list-style-type: none"> • Alternatives 	There is no need to put a station at Ridge Road. I strenuously object to that. The distance between the Dyer/Munster station and the 173rd Hammond Station is close enough to negate the Ridge Rd station. As a commuter, I would be irritated at a stop of such a short distance, thus adding extra minutes to my commuting time. By eliminating that stop there would be less people displaced from their homes and it would alleviate congestion on Ridge Road and surrounding streets which were not designed for the extra traffic.	See Master Response #8 regarding station locations.
488	Dujmovic	Mike and Linda	Court Reporter - Munster	<ul style="list-style-type: none"> • Funding/Taxes/Referendum 	My name is Mike Dujmovic, D-U-J-M-O-V-I-C, my address is 1833 Tulip Lane, Munster, the zip is 46321. The phone number is area code 219-838-6350. The question is I've watched the dog and pony show next door, and in one of the last slides, they talk about -- it was -- they're talking about maintenance costs, and the way it was broken down, it said 35 percent of the maintenance cost is going to come like from ticket sales and stuff like that, the other 65 percent is coming from local sources. My question to them is define local sources. I want to know, you know, the way it was answered to me was RDA's got it I guess lined up until 2028, what happens after that? Where are you getting the money from? Because I'd be facetious and say how deep into my pocket are you going to reach? And then my other question was, okay, the federal money that they're trying to get, they're competing with a bunch of different other entities I guess, what happens if they don't get the federal matching money? What does that do to their funding? That's basically it. Thank you.	See Master Response #13 regarding funding and taxes.
489	Edington	Andrea	Court Reporter - Munster	<ul style="list-style-type: none"> • Oppose • Alternatives • Automobile Traffic • Noise/Vibration • Safety/Security • Property Acquisitions • Neighborhoods/Quality of Life • General Environmental/Ecological Resources 	I'm Andrea Edington, E-D-I-N-G-T-O-N. I'm very opposed to the train going through the heart of my neighborhood. I have lived in this area for 30 years. The area has grown in population with business over time. This has been a benefit to the community. A train will not benefit Munster residents. People living on the east side of Calumet Avenue may not even be aware of the train going through, but for those of us in the immediate area of the train, it will be horrible. First of all, I cannot even imagine the heartbreak for the people whose homes will be destroyed and forced to move because of the train. Changing homes, schools and uprooting your entire life so a train can go through a beautiful neighborhood must be unbelievably stressful and the worst of their nightmares. There will be a tremendous increase in noise. Although it seems there are proposed steps to alleviate some noise, there is no way all the noise from the train horn and the train itself can be eliminated. The noise will be deafening. Our once quiet neighborhood where people can peacefully garden, barbecue and go on living a normal life will be gone. Safety will be a huge concern. How can a resident walk or bike safely to get from one side of town to the other? We will be forced to come out on Ridge Road where the traffic is already heavy and will only increase due to the train. It is ironic that the train would interfere with the only walking path in the immediate area. The train will virtually stop families and individuals from using the path. Rerouting the path won't make much of a difference, we still have to get to it. There will be an increase in traffic. Ridge Road is already very busy, and the increase in traffic will create congestion, pollution and more noise in the area. There will also be a negative environmental impact on the wildlife in the area. We actually have a fox. I have seen it several times in the early morning hours, and what a thrill it is. It is my understanding there is actually a family, and they may be living in the area where the homes will be destroyed. The fox and its young, if there are any, will go as well. Even if it were to somehow survive, it would not be able to cross over from one side to the next. That may seem very trivial to people who value money concerns over the simple joy of seeing a wild animal actually thrive in a community like ours, but to us it's a thrill to see. The argument is that the train will enable people who live south to go north. I think it's worth noting that the train also makes it possible for people north to come to our community. There's a huge gang problem on the south side of Chicago. I don't think it's out of the question to consider that these people will have easy access to our neighborhood.	See Master Response #19 regarding opposition to the Project. See Master Response #22 regarding the need for the Project. Placing the Project in Illinois would not meet the objectives of the Project to serve populated areas in Northwest Indiana. See Master Response #15 regarding neighborhood impacts. See Master Response #18 regarding noise impacts and mitigation measures. See Master Response #20 regarding property acquisition/relocation. See Master Response #24 regarding the safety of local residents. See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. See Master Response #23 regarding crime near stations. Chapter 5.8 of the DEIS and FEIS addresses impacts to wildlife due to the West Lake Corridor Project. The Project would avoid, minimize, and/or put in place mitigation measures for wildlife.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					I'm not familiar with the current network of the train tracks in the area. However, I do know there is an Amtrak station in Dyer on Sheffield. There is also a track that goes through Illinois near the country club. I wonder if these tracks have even been considered for this project. From what I see, the Illinois tracks run in a less populated area. It is not residential. Since this project must enter Illinois as that is obviously the point to go to Chicago, why not bypass the Munster residential area for an existing Illinois track? This train should not be coming through a residential area in Munster. It does nothing to enhance our community. In fact, it will negatively impact a really nice area to live in. An alternate route through a less populated area should be taken. Thank you.	
490	Farkas	Steven	Court Reporter - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process Alternatives 	<p>My name is Steven Farkas, F-A-R-K-A-S, I'm at 8605 Garfield Avenue, that's in Munster, 219-670-1042. I have some concerns about the train. I'm a 32-year rider of the South Shore, so, you know, that being said, I see single track. Everywhere they can, they're trying to get rid of single track. This is a bad idea putting in a single track. One of the biggest problems we had with the six- to eight-hour delay was that ice built up on catenary in areas in between places where there's single track, places where there were delays, and the catenary was out in the open getting iced. This just adds to delay, it adds to problem. If a rail car breaks, you now have someone blocking the train. It's a big issue.</p> <p>One of the other problems I have is when they're talking about -- I live within the footprint, very close, like 160 feet from the track. Give me a better drawing. You've had a lot of time. There's high-res image. Give me something where I can look at a picture and know that this is my home. I figured it out, but I shouldn't have to spend four months figuring it out. You have the ability. Give me good images. Thank you very much.</p>	<p>See Master Response #6 regarding the double-track alternative.</p> <p>The DEIS and appendices, the FEIS and appendices, and additional Project information are available on the Project website at: www.nictdwestlake.com. The Project website also includes an interactive map showing the Project alignment, which will be updated as the Project design continues to develop.</p>
491	Frazier	Karen	Comment Card - Munster	<ul style="list-style-type: none"> Oppose Purpose and Need Alternatives 	This whole thing is very unnecessary. I hope this does not go thru. My family and house will be effected in a negative way. I'm not sure that the train hub should be south of Ridge. It should be north of Ridge. I also don't want to move.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #22 regarding the need for the Project.</p> <p>See Master Response #8 regarding station locations.</p>
492	Giragos	Mrs. Henry	Comment Card - Munster	<ul style="list-style-type: none"> Oppose Safety/Security 	I want the No Build alternative. We are a family of 5 and moved here in 1969. We chose Munster because it is a small town, no crime (low rate) beautiful place. Close to Chicago, but away from Chicago. Crime will increase definitely and we don't need extra number of people in our town.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #23 regarding safety and crime.</p>
493	Giragos	Rene	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose Funding/Taxes/Referendum Automobile Traffic Safety/Security Property Acquisitions Neighborhoods/Quality of Life General Environmental/Ecological Resources 	<p>My name is Rene Giragos, G-I-R-A-G-O-S, first name R-E-N-E. My address is 8525 Baring, B-A-R-I-N-G, Avenue in Munster, Indiana. My phone number is 219-757-1297. My preference as a long-time Munster resident is the no build alternative. I have resided in Munster all my life, and people move to Munster to get away from commotion and traffic and to be safe. Building onto the South Shore line and the West Lake corridor would increase traffic and crime in Munster. Residences would be torn down. The Town of Munster would resemble more of a larger city. None of these impacts are desirable to most Munster residents. Although I don't believe that we've had the ability to voice these concerns or even know what has been going on, I did not vote for this South Shore line to be built in my beloved town. Wetlands will be lost. Residences will be lost. Quietness will be lost if the South Shore line is built in the West Lake corridor. Thank you.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #17 regarding a referendum.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #14 regarding wetlands.</p>
494	Giragos	Renee	Comment Card	<ul style="list-style-type: none"> Oppose 	This comment is a duplicate of Comment 493 received at the Public Hearing.	This response is a duplicate of Comment 493 received at the

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			- Munster	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Automobile Traffic • Safety/Security • Property Acquisitions • Neighborhoods/Quality of Life • General Environmental/Ecological Resources 	My preference as a long-time Munster resident is the No Build Alternative. I have resided in Munster all my life and people move to Munster to get away from commotion and traffic and to be safe. Building onto the SSL in the West Lake Corridor would increase traffic and crime in Munster. Residences will be torn down. The town of Munster would resemble more of a larger city. None of these impacts are desirable to most Munster residents. I did not vote for this SSL to be built in my beloved town. Wetlands will be lost, residences will be lost, quietness will be lost, if the SSL is built in the West Lake corridor.	<p>Public Hearing.</p> <p>See Master Response #19 about opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #17 regarding a referendum.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #24 regarding safety of local residents.</p> <p>See Master Response #29 regarding traffic impacts.</p> <p>See Master Response #14 regarding wetlands.</p>
495A	Goodwin	Melissa	Comment Card - Munster	• Roadway	1. Whatever option is chosen for the Munster/Dyer station, please make sure it fits seamlessly with plans to extend Main to connect with Joe Orr in Illinois. This E/W connection is desperately needed and has been discussed for years. It would relieve pressure on several E/W arteries. While I know the connection is not within the scope of your project to connect it is within your power to prevent it with your build.	An extension of Main Street into Illinois is not in the scope of this Project at this time. The current design would provide a driveway as an underpass to connect with the Munster/Dyer station extending as the west leg of the Main Street at Sheridan Avenue intersection. However, the current design would not preclude a future extension of Joe Orr Road. Figure 3.6-3 of the FEIS shows the current Munster/Dyer Main Street Station area design.
495B	Goodwin	Melissa	Comment Card - Munster	• Bicycle/Pedestrian	2. If the Munster/Dyer station is on one side of the track and the parking is on the other please make sure to provide an underpass or bridge to connect the two without people having to walk down to Main Street.	The Munster/Dyer Station design includes an ADA-compliant pedestrian crossing under the railroad tracks, providing a safe connection between the station platform on the east and the parking lot on the west of the tracks.
495C	Goodwin	Melissa	Comment Card - Munster	<ul style="list-style-type: none"> • Property Acquisitions • Property Values 	3. You're not showing that the houses along Frederick that back up to the track are being purchased. This will have catastrophic impact to those houses, and my sister's friend will end up being "underwater" on her mortgage if there is the serious devaluation she's hearing will happen. You are playing with people's livelihood by some of your choices, so please reconsider not taking those houses.	<p>See Master Response #21 regarding property values.</p> <p>See Master Response #2 regarding aesthetics/visual impacts.</p>
495D	Goodwin	Melissa	Comment Card - Munster	• Noise/Vibration	4. For the at-grade crossings, make sure to add the no-whistle measures so that we don't also have that constant distraction 20+ times per day.	See Master Response #18 regarding noise impacts.
495E	Goodwin	Melissa	Comment Card - Munster	• Alternatives	5. Choosing to do an at-grade station at Ridge instead of an elevated station behind the Lake Business Center is causing a huge issue for way more people than is necessary. That option is not even under consideration any longer. Why?	<p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.</p> <p>In addition, an elevated station was not determined to be financially feasible with the funding available, and the parking under this design would have been located within a wetland. Therefore, NICTD chose to avoid wetland impacts by relocating the station and associated parking.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
495F	Goodwin	Melissa	Comment Card - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process 	6. Hosting this meeting as a cattle call instead of a forum is an insult to Munster.	See Master Response #16 regarding the public outreach program.
496	Gordecki	Michael	Comment Card - Munster	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	I am a resident of the West Lakes Subdivision and we are not in favor of making Margo Lane a through street for commuters. We have lived in the sub for 15 years and back in the early years, cars would fly through looking for alternative ways to Sheffield and Calumet. Eventually, the sign went up and traffic was back to normal. If approved, not only will traffic increase, but noise as well. Margo has houses, kids, dogs, and school buses during the school year. Could you imagine if some person going to the train got around a school bus and hit a kid. Traffic on Margo is for residents, not the entire Munster area.	See Master Response #31 regarding traffic and connections to subdivisions.
497	Gregoire	Michael	Comment Card - Munster	<ul style="list-style-type: none"> Funding/Taxes/Referendum Automobile Traffic Property Acquisitions Transit Oriented Development 	Was told our home on Hohman Ave was safe, it's located south of Briar, can this change? What % of homes built will be for "low income" since this is federally funded? Hohman Ave is already busy! This will congest it even more! How will this affect our future taxes?	<p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #32 regarding affordable housing.</p> <p>Project design is currently at a preliminary phase and property needs may change as the design develops, particularly as the Project seeks to minimize impacts.</p>
498	Kaegebein	Don	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose Property Acquisitions 	<p>My name is Don Kaegebein, K-A-E-G-E-B-E-I-N. I live at 455 Jenna in Munster in Community Estates subdivision.</p> <p>I'm really against the whole South Shore extension because if the versions they pick, that our house will be destroyed and we'll have to move. We built this house about six years ago, a custom-designed house for quite a bit of money, and I don't want to move any more.</p> <p>I feel the South Shore end of the line ought to be at U.S. 30 and the CSX ought to allow the South Shore to run over their track, possibly double tracking from Munster down to 30 to accommodate both the freight and South Shore passengers. Thank you.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #6 regarding the use of a double track.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>our property is not planned for acquisition. The proposed rail alignment is just to the west of your property.</p>
499	Karpinski	Patricia	Court Reporter - Munster	<ul style="list-style-type: none"> Support 	<p>I am Patricia Karpinski with a K, K-A-R-P-I-N-S-K-I, and I live at 8220 Harrison Avenue, Unit 404 in Munster, the same building as the last lady. And I am very happy that we well have the South Shore extension to Dyer. I am happy that the station will be at Ridge Road near me. The train will come right on the back of our building. Our building is kind of diagonal on Harrison, but anyway the train will come behind our detached garages, and that's fine.</p> <p>I'm happy because I will be able to go downtown and go shopping, to the theater, to the Orchestra Hall, and if I want to go myself, I will be able to go. I am partially -- I've been partially sighted all my life and not been able to drive, and I'm 68 years old. I've always had to live in areas where there is public transportation, and the public transportation in Northwest Indiana is the worst that I've ever seen, so it's got to improve, and I think this will help it to improve, and I will be able to go downtown myself without having to get someone to give me a ride to the train, my boyfriend. It will be great to go to Macy's or wherever I want to go downtown. I love downtown Chicago. I went to school down there. I worked down there before I went away to other cities to work, and now I'm back. I'm retired, and I like Munster, so I think that the train will increase our property values, which is also good. And there will be a little bit more noise, I understand train noise, but I grew up in Blue Island. I grew up</p>	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					near three sets of railroad tracks. I didn't grow up on the right side of the railroad tracks, believe me, so I think it will be fine. A lot of the other people in the building that I live in, since we are older, a lot of us did grow up near railroad tracks, so railroad noise doesn't bother us so much. I'm used to it. So that's what I have to say, but I do think that most of the time people who drive, they don't think of anybody who is not able to drive for one reason or another, and there are more people li	
500	Kish	Mary and Robert	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Property Acquisitions 	I do not want to move and uproot my 85 year old husband after only moving here 1 year ago! Our realtor never mentioned the possibility of this happening.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p>
501	Lamb	Ryan	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	Myself and wife are both in support of the new train route proposed by NICTD.	See Master Response #26 regarding support for the Project.
502	Lamb	Vivi	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	I am in support for the new train route: Munster Station proposed by NICTD.	See Master Response #26 regarding support for the Project.
503	LaReau	Cathy	Court Reporter-Munster	<ul style="list-style-type: none"> • Oppose • Automobile Traffic • Noise/Vibration • Neighborhoods/Quality of Life • Air Quality 	<p>Cathy LaReau, 2337 Rolling Hill Drive, Dyer, L-A-R-E-A-U, email Lareau7@sbcglobal.net; home number 219-322-6523.</p> <p>Okay, you know, I know that the focus has been a lot on TOD development, economic development, but I think they've lost sight of that there's another side of this, and I am very concerned for the residents within the Dyer/Munster train station and the Dyer layover facility and how it will negatively affect the quality of life to the residents within the surrounding area.</p> <p>When you look at the location of the proposed station and the layover facility, it will be placed anywhere from approximately give or take 200 feet to 1200 feet of residential homes, nursing homes, retirement villages and parks, and this not only will -- the additions will not only bring the repercussions from the trains and the station, but also because of the enormous increase of vehicle traffic, they're expecting 3000 daily riders, this is a quiet location in the community, and I think by the development it's obvious by who would be surrounding this area, and it's not a fitting location. The negative effect it would have on the quality of life for all those in proximity, which primarily they're residential homes, and like I said, there's senior citizens and children.</p> <p>The one thing that it would affect negatively is the air quality. The increased pollutants from such an increase in traffic and I would speculate CO2 levels from the locomotives will affect the health of the residents. Studies prove that air pollution from traffic has been linked to many negative health effects. It worsens asthma symptoms. It develops asthma in children, lung cancer, reduced lung function, heart disease, increased risk of death from heart conditions. Air pollution could worsen the symptoms from people with existing heart and lung conditions. Children and elderly are at greatest risk.</p> <p>Noise pollution, it adversely affects the lives of millions of people. Studies show that there are direct links between noise and health. Problems related to noise include stress-related illness, high blood pressure, sleep disturbance, loss of productivity. Right in the area you have elderly, a nursing home directly across the street and within, again, maybe 1200 feet.</p> <p>Safety concerns: Drugs, a report by the U.S. Department of Justice National Intelligence Drug Center has put out a report titled "Lake County High-Intensity Drug Trafficking Area Drug Market Analysis 2010". They're brought in through commuter rails. In this report it says the high-intensity drug trafficking region is located in Northwest Indiana, adjacent to the Chicago, Illinois metropolitan area. Mexican drug trafficking organizations pour large quantities of drugs in the urban areas of East Chicago, Gary and Hammond, Indiana for regional distribution. Lake County is evolving into a regional storage area for commercial-grade Mexican marijuana. While some local gang leaders have discouraged members from committing violent acts to intimidate others,</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #3 regarding air quality.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #28 regarding traffic impacts.</p> <p>See Master Response #23 regarding crime near stations.</p> <p>See Master Response #22 regarding the purpose and need for the Project.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>violence often results from disputes among street gang members over drug distribution territories or during drug and money rip-offs by dealers or buyers. They carry firearms and handguns when they do the retail drug distribution.</p> <p>Traffickers – and all of this is in that report – traffickers and abusers routinely use the commuter railway system that connect Lake County and Chicago to buy and sell illicit drugs. These systems provide numerous daily departures and arrivals between Chicago and the Lake County high-intensity drug traffic region.</p> <p>So my point is when you look at all of those concerns, air quality, noise pollution and the safety concern with drugs being brought through the commuter rail line, why would we bring these highly-probably problems to the residents of Dyer and even the local surrounding community of Munster? Dyer is a bedroom community that has been made favorable status as the top 100 places to live in the country, the 9th safest place to live in the stat, and the 15th best place for young families to live. In my opinion, those concerns and the way it would affect the quality of life of those residential homes surrounding the proposed station and layover facility do not warrant any benefit that would come from possible TOD development.</p> <p>I have been a Dyer resident for 30 years, but I'm also on the Dyer Town Council and I've been on that for one year.</p>	
504	Larson	Dennis	Comment Card - Munster	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	Would not want an entrance/exit at the south end of West Lakes Subdivision to the train station.	See Master Response #31 regarding traffic and connections to subdivisions.
505	Larson	Mike	Comment Card - Munster	<ul style="list-style-type: none"> Alternatives Roadway Connectivity to Subdivisions 	As a resident of West Lakes Subdivision, I prefer the tracks/station and parking to be located on the east side of the CSX tracks. However, if the new tracks/station/parking are to be located on the west of CSX I strongly encourage for there to be a private entrance/exit gate on the south of Margo Lane for Westlake residents only. Margo Lane was never intended to bear all of the non-residential traffic that would happen if the parking lot and Margo were to be connected. Considering the negative impact the Mega-Church at 45th and Margo has caused residents of Westlakes, the additional traffic from train parking traveling through Margo would be a death blow to the residents of Westlakes. Thank you.	<p>See Master Response #31 regarding connectivity of the West Lakes Subdivision.</p> <p>The Project tracks are currently proposed on the east side of the CSX track in the Munster/Dyer Main Street Station area.</p>
506	Latta	Julie	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose Funding/Taxes/Referendum Safety/Security Property Acquisitions Property Values Transit Oriented Development Neighborhoods/Quality of Life 	<p>My name is Julie Latta, L-A-T-T-A, the first name is J-U-L-I-E. My address is 8121 Highland Place, and it's in Munster, Indiana. My phone number is area code 319-325-0808. Firstly, I think this is a horrible idea. We want a referendum. We feel that the -- I feel that we need a vote and that citizens should have an opportunity to let others know how they feel and how this impacts them. I want fair and equitable treatment, consideration and compensation for impacted residents. Nowhere has anyone told the residents or homeowners how they're going to be compensated for their lost property value as well as their lost property. There's huge safety concerns in the areas that will be impacted. Houses are going to be taken, and there's really no good property lines around them.</p> <p>The train is going to fundamentally change the nature of the town. It's going to be high-density residential housing which Munster has found historically undesirable. Lastly, I think the trains is not cool. Thank you.</p>	<p>See Master Response # 19 regarding opposition to the Project.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>See Master Response #16 regarding the public involvement process.</p> <p>See Master Response #17 regarding the request for referendum.</p> <p>See Master Response # 21 regarding property values.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p>
507	Levin	Heather	Court Reporter - Munster	<ul style="list-style-type: none"> Support Aesthetics/Visual 	My name is Heather Levin, L-E-V-I-N, 10147 Devonshire Lane in Munster. My phone number is 219-924-2539. First of all, I've heard conflicting reports about Section 8 housing, which I'm not completely opposed to, but I	See Master Response #26 regarding support for the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>don't want any train stations in Munster to look like around the area in Hammond where the train station is. I am concerned about that. But overall, the area that's going to be affected is much larger than just around the train station and just at the railroad tracks. It's going to be much more far reaching, and I personally am in favor of the train. I think that it's going to lower property taxes, it's not going to happen over night, I get that -- not lower property taxes, increase property values, I'm sorry, it will increase property values. I think it will decrease traffic and it will cut down commute times to go into the city. You know, it's not about taking your grand kids into the city, it's about people that have to go in every single day for work and come home every single day, and it will cut down on that. It will cut down on the gas that's used, so already Northwest Indiana does not have the best environment because of the steel mills for years, and I think that that's a benefit.</p> <p>I guess that's it. I want somebody to know that not everybody is here to protest in anger and stuff. I mean I do need to learn more about this, but I think that the people that are against it aren't really helping their cause by coming and screaming over the people trying to talk and get information.</p>	
508	Levin	Heather	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	<p>I don't feel comfortable in the room. There is so much anger. I support the train. It will bring more money to the region. The property values are expected to go up (I know that may take a long time but I expect to be here for a long time). I think a lot of people are anger without even listening to the experts. I now that during construction, there will be increased traffic but in the long run everyone will benefit. I know that there will be some negative impact but the positive will outweigh the negative so much. I hope the train will be built. 1. environmental benefit. 2. property value increase 3. tax dollars coming 4. attracting individuals working in Chicago 5. less traffic. Thank you for working hard to make NWI a more desirable alternative to Illinois.</p>	See Master Response #26 regarding support for the Project.
509	Linstrot	Dan	Comment Card - Munster	<ul style="list-style-type: none"> • Funding/Taxes/Referendum 	<p>I've work for commuter railroad for 30 year. Don't even think that taxes won't go up for a minute. They will. It's a money pit. Are taxes are high enough.</p>	See Master Response #13 regarding funding and taxes.
510	Liszka	Kim	Comment Card - Munster	<ul style="list-style-type: none"> • Alternatives • Automobile Traffic • Noise/Vibration 	<p>Since this appears to be a done deal, we are hoping the Ridge Station will be eliminated due to Manor Ave traffic, speeding (trying to catch train), parking, vibrations to ? And overall noise. It would be more beneficial to have a station north of Ridge (Ridge and Manor no on corner) and have a lower impact on the neighborhood south of Ridge.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Responses #28 regarding access and street connectivity.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #31 regarding connectivity of the West Lake/Meadows subdivisions.</p>
511	Losiniecki	Kris	Court Reporter - Munster	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Acquisitions • Transit Oriented Development 	<p>My name is Kris Losiniecki, L-O-S-I-N-I-E-C-K-I, I live on the corner of Manor and Timrick. I am across the street from where the train tracks are going to be reactivated. They're directly behind my neighbor's house. This has been a long and very arduous project because there doesn't seem to have been a lot of transparency. No one is sure if they're taking houses, if they're buying people out. There's just a lot of hysteria out there, and it was super-helpful to come to a place where there were people from more than one aspect of this project so that we could have our questions answered in tandem with each other. What is the train people's responsibility? What is the TOD people's responsibility? How does one affect the other? What are the plans for each of them? It started out negative. I got here late. I saw a lot of people leaving. I was happy that they did ultimately because it left room for rational conversation, and I feel 10,000 times better than I did when I walked in here, so thank you so much for just having everybody in one spot, and a little bit of transparency goes a long way.</p>	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #20 regarding property acquisition/relocation.</p> <p>The EIS process is a planning effort so alternatives and plans develop with input from agencies and public. At the time of writing of the FEIS engineering plans are 30 percent complete.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
512	Lucas	Jason	Court Reporter - Munster	<ul style="list-style-type: none"> • Oppose • Noise/Vibration • Safety/Security • Property Acquisitions 	<p>Jason Lucas, we live at 8410 Harrison Avenue, our number is 773-615-4511. My position is against the train, and I take the train every day from Hammond to downtown Chicago. The claim is that this is going to bring new families to Chicago. Really they're kicking families out like us because our block is on the cusp of being taken where the property (sic) is going to come, and we don't like it.</p> <p>I moved here to get away from the noise, and I drive there every day, so them saying riders want this is total crap. We don't want it. It's dangerous for the kids, and its right by a school, and that really disturbs me, an elementary school where kids can get hurt.</p> <p>We've been told nothing by the Town, which is very annoying. You can't get a hold of anybody from the Town, and we just have no information on this, and this is -- two weeks ago is the first we're hearing about this, so we're just opposed to it and we don't want that train station in our back yard.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #18 regarding noise impacts.</p> <p>See Master Responses #11 and #24 regarding safety of local residents.</p> <p>See Master Response #20 regarding property acquisition/relocation.</p>
513	Marczak	Terry	Comment Card - Munster	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Alternatives 	<p>Do not want station at north end of Dyer. This we should be able to vote on this. This is not fair to us or the animals that will be affected.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Responses #16 regarding the public outreach process.</p> <p>See Master Response #17 regarding the request for referendum.</p>
514	Markvisc	Sharon Kish	Comment Card - Munster	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Acquisitions 	<p>We want/need to know details. When do we have to move? A better time frame than what was presented. My dad is 85 years old. We really need some peace of mind. It seems it's a done deal so we want to think ahead. Prepare ourselves. Robin Upchurch sat and talked with us. Very Nice. We appreciated her.</p>	<p>Please check the Project website for updates: http://www.nicdwestlake.com/. The website will be updated as Project design progresses. NICTD would begin purchase of properties in 2018 and would adhere to state and federal regulations.</p>
515	Misso	Kim and Jay	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	<p>We want this and need it! It will be a good change. The economic impact will be wonderful.</p>	<p>See Master Response #26 regarding support for the Project.</p>
516	Mrak	George	Comment Card - Munster	<ul style="list-style-type: none"> • Automobile Traffic 	<p>The EIS does not address vehicular traffic tie-ups on Ridge Road at the proposed Munster Station, as well as the grade crossing at 45th Ave. This egregious omission renders the DEIS useless and a new one must be written. The DEIS projects that the most significant traffic congestion will be at 173rd street in Hammond. This is a bald-faced lie, as Ridge Road and 45th Avenue grade crossings will see considerably more traffic volume than 173rd.</p>	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
517	Mudroncik	Liz	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	<p>Make this happen ASAP! We've needed this for so long - I'm all in! Only question/request - please make sure "affordable" housing is relevant to Munster housing.</p>	<p>See Master Response #26 regarding support for the Project.</p>
518	Nyhan	Beverly	Court Reporter - Munster	<ul style="list-style-type: none"> • Oppose • Neighborhoods/Quality of Life 	<p>I'm doing this on behalf of Beverly Nyhan, N-Y-H-A-N, Beverly Nyhan, who owns the residence at 8434 Harrison Avenue in Munster, phone number 219-836-2167. That house was built by her sister over 60 years ago. It is a very valuable house in a very valuable neighborhood with a very sizeable lot. She used to own seven acres there, sold most of it to Monaldi for development, so we're not unwittingly just opposed to development. We want sensible development, and putting a train through that neighborhood is not a really good idea, but the really bad idea is trying to put a train station in that neighborhood and destroy the quality of life for everybody in that entire neighborhood as well as the church and the school which 4-year-old to 14-year-old kids attend every day and all the kids on the bus stops right there, and then there's another church about two-and-a-half blocks away with another 500 students aged 4 to 14, and this is the kind of development we don't want in this neighborhood: No train station at Ridge. Thank you.</p>	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.</p>
519A	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Funding/Taxes/Referendum • Alternatives • Socioeconomics 	<p>Funding for this project is disproportionately disadvantageous to the economically disadvantaged communities of East Chicago and Gary without providing any benefit whatsoever to those residents. It is unfair for those cities to subsidize a project which takes passengers away from their cities and provides a benefit to the wealthier communities of Munster and Dyer.</p>	<p>See Master Response #7 regarding alternatives to commuter rail, such as the use of buses.</p> <p>See Master Response #13 regarding funding and taxes.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				<ul style="list-style-type: none"> • South Shore Line • Environmental Justice • Other 	<p>Electric commuter rail projects typically have a useful life of 30 years before needing replacement of rail, catenary and other components. Where will the funds for maintenance, major repairs and eventual replacement come from?</p> <p>South Shore on-time and service performance is poor, especially in icy weather as we just saw with the six- to eight-hour delay with trapped passengers with no heat and no restroom facilities. Why is the extension being built with the same faulty technology?</p> <p>Even NICTD's own strategic plan no longer claims any jobs will be created by this project.</p> <p>Transit alternatives like rapid-transit buses were not considered. Buses require no infrastructure, are flexible and expandable and are far less costly than rail.</p> <p>The West Lake extension will not go all the way downtown due to track limitations with Metra and station limitations at Millennium Station. A certain number of the rides will be a shuttle which takes Dyer, Munster and South Hammond passengers only to the Hammond gateway station where they will have to disembark, travel down a level, and re-board a train from the South Shore main line.</p> <p>What about Metra's southeast line? If that gets built, how will it affect ridership on the West Lake extension?</p>	<p>Environmental Justice is addressed in Section 4.9 of the FEIS, Employment is addressed in detail in Section 4.4 of the FEIS.</p> <p>NICTD has coordinated with Metra, the owner of Millennium Station, to make sure there is capacity for the new service since the final 14-mile section to Millennium Station is owned by Metra and NICTD has a trackage rights agreement to operate on the Metra Electric District (MED) line. Currently there are projects in the 2018-2021 TIP to add Track 7 to Millennium Station. Metra also confirmed in its response to the DEIS that enhanced NICTD service on the MED would likely require implementation of some or all of the strategic improvements being explored in the ongoing jointly-funded Metra/NICTD MED Capacity/Calumet Corridor study. These improvements are not be included as part of the West Lake Corridor Project FEIS.</p> <p>Weather events such as the ice storm that occurred on January 12, 2017 are highly unusual and infrequent. NICTD had not experienced a disruption due to icing in decades. Disruptions to service occur to all modes of transportation.</p>
519B	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Purpose and Need • Alternatives 	<p>Has the need been established and it deemed necessary for two train stations in Munster so close to each other with only an estimated 1300 increase in new passengers projected? It's not necessary for the Munster/Ridge station to be so close to the South Hammond station, only two miles away.</p>	<p>See Master Response #8 regarding station locations.</p> <p>See Master Response #22 regarding the purpose and need of the Project.</p>
519C	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Transit Oriented Development 	<p>To this day, no affected residents have been contacted by NICTD or the Town of Munster. Many plans have been made for our neighborhood, even ones which will force some of us from our homes, yet it seems we are the last to know. Some of us learned our homes would be taken by walking into a meeting, such as today, and seeing a parking lot in place of our homes. That we have been offered no information and no input is offensive and disrespectful. The way they have handled this gives me no confidence that they are going to work with me in good faith as a homeowner. What assurances can NICTD give that displaced or otherwise affected homeowners will have a seat at the table? A majority of affected residents did not receive notice of these hearings from NICTD nor notice of the TOD meetings last fall despite NICTD claiming they mailed notices. If not NICTD, who from our Town Council is advocating for impacted Munster families to ensure we are treated fairly, considered, and compensated for potential losses?</p>	<p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>See Master Response #20 regarding property acquisition, eminent domain, and estimated timeline for home appraisals and acquisitions.</p> <p>Please also check the Project website for updates on property acquisition: http://www.nictdwestlake.com. The website will be continually updated as Project design progresses.</p>
519D	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Property Values 	<p>Residents within a quarter mile of the station will experience decreased property values due to noise, vibration, traffic and disruption. How will they be compensated?</p>	<p>See Master Response #21 regarding property values.</p> <p>See Master Response #18 regarding noise and vibration.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p>
519E	O'Connor	Julie	Public Hearing -	<ul style="list-style-type: none"> • Cultural Resources/Section 	<p>Has the historic value of properties been considered? The four houses being taken for the Ridge Road station</p>	<p>See Master Response #8 regarding station location changes.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Munster	106/Section/6(f)	are each almost or more than 100 years old and have historic value. One is a mini-farm that has been in Munster for 150 years.	The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project. Further, a Historic Property Report was prepared for the Project that looked at all properties that would be 50 years of age by the time of project construction. Section 4.6 of the FEIS provides information on Cultural Resources and Appendix B of the FEIS, which contains the technical reports and correspondence related to Cultural Resources.
519F	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Safety/Security • Bicycle/Pedestrian 	Some houses that allegedly will not be taken will have the station parking lot directly adjacent to their property lines. What measures will be taken to ensure resident property is protected and not subject to trespassing by passengers? Harrison is a major thoroughfare for emergency response (EMS, police, and fire) and St. Paul School. Increased traffic will mean decreased safety response time and decreased safety in general for the families of this neighborhood. How will safety response times and concerns be addressed? Emergency responders (EMS, police, fire) will experience delays due to West Lake trains at grade-level crossings. School children walking to Eads, St. Paul, or St. Thomas More School from the west side of the West Lake corridor, particularly south of Ridge will need to cross the tracks twice daily to get to and from school. What safety measures will be in place to ensure safe crossings and avoid track cutting? Will the tracks be fenced?	<p>See Master Response #11 regarding safety of bicyclists/ pedestrians.</p> <p>See Master Response #24 regarding safety of local residents, including schoolchildren, and emergency response vehicle access.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south.</p>
519G	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Noise/Vibration 	The location of the tracks so close to resident back yards along Garfield and Frederick will produce unacceptable levels of noise. Will there be a quiet zone established from the onset of service? What about vibration mitigation?	See Master Response #18 regarding noise and vibration impacts and potential mitigation measures including the use of Quiet Zones.
519H	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Automobile Traffic • Roadway 	The current infrastructure in the area cannot adequately support the increased traffic along Ridge Road, Manor, and Harrison. How much will NICTD provide to make repairs and improvement? Will the Town of Munster be required to pay for needed improvements or repairs? If so, is the Town Council prepared to add these costs to its budget now or will residents around the station have to live with unsafe roads, increased traffic, decreased safety, et cetera until the need is established in order to provide for funding or until additional funds are available? Will residents lose property to needed street widening? Traffic, especially from east and west, will greatly increase into an already congested area (Ridge, Manor, Harrison). Will increased traffic and passenger count require additional public services, for example police and EMS, and how will it be paid for? What about McDonald's traffic? The McDonald's is located at 515 Ridge Road. There is a center left-hand turn lane that can accommodate about five or six cars. What happens when 12 or 15 or 20 cars try to turn in for a breakfast sandwich before catching the train? Those cars will block the eastbound left lane of Ridge and possibly the right-hand lane as well bringing traffic on Ridge to a crawl or stop. And the southbound Harrison intersection will be a nightmare.	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>If the addition of commuter traffic reflects a decrease in operations, NICTD would be obligated to make roadway improvements to restore acceptable operations. The Traffic Technical Report, Appendix G2 of the FEIS, was updated to define impacts due to community growth versus impacts due to commuter traffic.</p>
519I	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> • Neighborhoods/Quality of Life 	Why are we putting the station behind homes, essentially hiding it behind the parking lot and a row of homes on Harrison. Are they trying to keep a neighborhood feel - even though they took out a section of this neighborhood by removing the four homes on South Street? Wouldn't it make more sense to put it where Aurelio's and KFC are and relocate those businesses? That way it would be open for all to see the train station, not shoe-horned into a residential neighborhood.	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						south.
519J	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> Property Acquisitions Other 	There is a discrepancy between the map, the chart on page -- I'm not sure what the chart is-- and the language on page 4-33 stating 18 homes on the end of Garfield will be taken for parking. Nicole Barker is the one who told me to make sure that I get that one in there.	<p>See Master Response #20 regarding property acquisitions.</p> <p>The discrepancy between the map and the chart has been fixed in the FEIS. Tables 4.3-1 and 4.3-2 in the FEIS list the total full and partial acquisitions estimated as a result of the FEIS Preferred Alternative.</p>
519K	O'Connor	Julie	Public Hearing - Munster	<ul style="list-style-type: none"> Transit Oriented Development 	So we were told in October that no homes would be taken for the TOD yet House Bill 1286 would grant eminent domain powers to Regional Development Authorities. Why would RDAs need eminent domain if no homes will be taken? How many total homes will be taken for the Transit Oriented Development portion of this project? We understand that because of the federal money given, Munster's TODs will have to include low income housing. First, how much low income housing is required to put in the town? And, second, where is the proposed placement of that housing? With the TOD there will be an increase in population. How will the TOD/RDA support the School Town of Munster public schools who are currently in a financial crisis? The TOD is to be a multi-use building containing condos, office space and businesses. What is the plan for the business space? Will the TOD support small business or will it be another mattress store? I am a small business owner and it's not easy. Will the rent be affordable for small businesses to rent? Just to clarify, I'm not a small business owner, one of the neighbors that I'm speaking on behalf of is a small business owner. The TOD will fundamentally change the nature of the town to high-density residential housing which Munster has historically found undesirable.	<p>See Master Response #27 regarding transit-oriented development (TOD).</p> <p>The Northwest Indiana Regional Development Authority (RDA) does not have eminent domain authority. The current TOD process specific to the West Lake Corridor Project Area is being conducted under a separate process by the RDA; therefore, NICTD cannot speak directly to information presented by the RDA. While NICTD would acquire property for the Project, no homes would be acquired by NICTD for the sole purpose of TOD. The FTA's Capital Investment Grant Program does not require creation of affordable housing in the community. Any decision regarding affordable housing is made solely by the community.</p>
520	Offdenkamp	Dorothy	Court Reporter - Munster	<ul style="list-style-type: none"> Funding/Taxes/Referendum Public Involvement/NEPA Process Automobile Traffic Noise/Vibration Safety/Security 	My name is Dorothy Offdenkamp, O-F-F-D-E-N-K-A-M-P. I live at 1511 Melbrook in Munster, and I'm opposed to the station going in on Harrison Street/Avenue, I think it's going to cause traffic woes. It's not fair to the residents as they were given virtually no explanation of what was coming at them and no referendum to vote on something quite major. I think it's going to be disruptive to the community at large in regards to traffic and being next door to a school and a whole noise, vibration, a lot of elements that just isn't fair to introduce into a pre-existing neighborhood without even asking their opinion. Thank you.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #8 regarding station location changes.</p> <p>See Master Responses #16 regarding the public involvement process.</p> <p>See Master Response #17 regarding the request for referendum.</p> <p>See Master Response #28 regarding traffic impacts.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the project.</p>
521	Olejniczak	Arthur and Barbara	Comment Card - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process 	We demand a referendum on the West Lake Corridor Project. We need more information.	See Master Response #16 regarding the public involvement process

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
						See Master Response #17 regarding the request for referendum.
522	Panek	Melisse	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Funding/Taxes/Referendum • Public Involvement/NEPA Process • Noise/Vibration • Safety/Security • Neighborhoods/Quality of Life 	Was there ever a vote taken on people who want/need/would use this train? I do not know a single person who wants this train coming through their neighborhood, not to mention the noise and crime it can potentially bring, or homes being displaced. The citizens of Hammond, Munster, and Dyer do not want this train. Does anyone care? Save money and stuff this stupid idea. Thanks.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #13 regarding funding and taxes.</p> <p>See Master Response #16 regarding the NEPA process/public outreach program.</p> <p>See Master Response #18 regarding noise and vibration impacts.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #17 regarding the request for referendum.</p>
523	Parkdek	Deborah	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Safety/Security • Neighborhoods/Quality of Life • General Environmental/Ecological Resources 	No rail service for Munster. It will take away the reason people picked Munster to live in. I graduated from Muster High School in 1967 where was the train then? I went to work in Chicago by bus. I returned to Munster and bought a townhouse. This was to be my retirement home. My townhouse is next to the Amtrak CSX tracks. I like the calm serenity of my neighborhood. I like the wildlife - hawks, geese, my birds, small wildlife. I also pay property taxes over \$4,000 a year. I do not think the county will receive that amount from rails and small train buildings. I also don't want the crime rate to increase because of parking lots and theft that will come because of the cars that are there. I don't want to move. I'm close to my parent, church, and shopping.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #12 regarding green space.</p>
524	Parikh	Ritesh	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Public Involvement/NEPA Process • Safety/Security • Aesthetics/Visual • Neighborhoods/Quality of Life 	We would like to know which plan is chosen earlier. Our subdivision (Community Estates) is on standstill for new houses since the train project announcement. For most of us that have built our homes, we envisioned a neighborhood where our kids are safe with a place to play. We do not want to be looking at a train track or parking lot every morning or evening. Please ask the opinions of the homeowners affected	<p>See Master Response #20 regarding property acquisition.</p> <p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the public outreach program.</p> <p>See Master Response #23 regarding safety and crime.</p> <p>See Master Response #2 regarding visual impacts.</p> <p>See Master Response #15 regarding neighborhood impacts.</p>
525	Perzo	Thomas E.	Comment Card - Munster	<ul style="list-style-type: none"> • Public Involvement/NEPA Process • Property Acquisitions 	Are there any houses on the west side of Frederick Ave Munster going to be acquired? If so, when will we know?	No houses between Frederick Avenue and the railroad corridor are expected to be acquired.
526	Petersen	Chris	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions • Safety/Security 	As a West Lakes resident, I strongly oppose any access through the neighborhood. Margo Ln traffic is already a concern at times. Concern over buses and children would escalate with increased traffic at peak times.	<p>See Master Response #31 regarding connectivity to the West Lakes Subdivision.</p> <p>See master Response #24 regarding safety of local residents.</p>
527	Pirok	Brian	Court Reporter - Munster	<ul style="list-style-type: none"> • Property Values 	My name is Brian Pirok, P-I-R-O-K, my address is 434 South Street in Munster, Indiana 46321, telephone is 219-629-5937. My concern is I'd like to know what the plan is for the potential for plummeting property values along the entire length of the rail line after it runs from one end of the town to the other. My fear is that, you	See Master Response #21 regarding property values.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					<p>know, we've all read reports, and I think there's some reference in the environmental impact study that references a certain distance away from the tracks, that those people will enjoy an increase in property value, but my concern is the people that are adjacent to the new line and that their property values will drop, and then it starts the cycle where they need to sell the property and they sell it at a reduced cost. The new property owners may not be as prepared to take care of the property because they're new and they acquired the property at a discount and they may not be so driven to maintain the property as the previous owner, which will start a cycle of letting in people that aren't quite able to care for the property in the manner in which -- in the same manner the previous owners were and it will start an escalation of reduced property values and it will eventually spread out beyond that magic quarter mile mark that shows up in some of the reports as those people enjoying the benefit of closer proximity to the train.</p> <p>So I would like to know if there's a plan in place or if there's been any thinking along those lines about the potential for the people that live the closest to the train rather than those that live in the neighborhood.</p>	
528	Pirok	Brian	Comment Card - Munster	<ul style="list-style-type: none"> Property Values 	What is the town's plan regarding the projected drop in property values for those with properties directly adjacent to the rail easement.	See Master Response #21 regarding property values.
529	Pirok	Brian	Comment Card - Munster	<ul style="list-style-type: none"> Other 	What plan does NICTD have to combat the additional congestion at Millennium station if the extension goes thru? Trains are routinely delayed entering and leaving the downtown station on a daily basis.	NICTD is jointly studying enhancements along the Metra Electric District (MED) to reduce travel time and increase capacity.
530	Raicu	Mike	Comment Card - Munster	<ul style="list-style-type: none"> Support 	I will follow up with a more detailed comment electronically, but for now I wanted to say that I am supportive of this West Lake Corridor Extension. Through our company, my partners and I have purchased the last large (15 acres) parcel of land in Munster, right in West Lakes neighborhood, bordered by the train tracks, Margo Ln, Exter, and Norwich. We have split up the land into 34 single family lots for homes and I believe that this station in West Lakes as well as the entire corridor will benefit the residents of West Lake of Munster and nearby communities. Personally, I have commuted by car into Chicago for the last 10 years and the traffic has been getting worse every year. A train station within walking/biking distance would be welcome. I will need to write more online. I am available to discuss and be supportive. Feel free to call.	See Master Response #26 regarding support for the Project.
531	Ray	Stephen	Comment Card - Munster	<ul style="list-style-type: none"> Automobile Traffic Other 	I believe that the NEPA-preferred alternative provides the best alignment for the proposed rail extension. My main concern is traffic mitigation at the Ridge Road station. I feel that there would be a marked increase in traffic travelling to the parking lot. I think that improving access to the station could entail the use of vans that could pick up and drop off commuters at preselected points around town. For example, portions of the parking lots at Jewel or Target do not see heavy use; perhaps commuters could park there (with permission from the property owner) and use shuttle vans to and from the station.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.
532	Rincon	Harriet	Court Reporter - Munster	<ul style="list-style-type: none"> Support 	My name is Harriet Rincon, H-A-R-R-I-E-T, R-I-N-C-O-N. My address is 8220 Harrison Avenue, #206, here in Munster. It's a condominium building one block north of Ridge on Harrison. The tracks I believe will go right behind our detached garages. I am not opposed to the South Shore coming. I think it will benefit us far more than it will be detrimental for us. We will have the train behind our garages, but from what I understand now, the station and all the parking, everything is going to be on the south side of Ridge. We live on the north side. So I think we need it in this area. I think we need people to be able to work in Chicago, make better money in Chicago, come back out here. I don't have land that's going to be acquired, so I can look at it a little differently because I'm not going to be affected, so those are my thoughts.	See Master Response #26 regarding support for the Project.
533	Rybicki	Corey	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose Roadway Connectivity to Subdivisions 	My name is Corey (sic) Rybicki, R-Y-B-I-C-K-I, I live at 409 Knightbridge Place, Munster. My phone number is 219-595-0576. I live in West Lakes at the end. My house is one of the options, it takes my home. I believe it's option three maybe. I am opposed to my home being taken. The plan that is preferred I would look like right into a parking lot. I am opposing to looking right into a parking lot and the safety of my children playing outside. I see	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
					pros of the train, but obviously I don't want it right on top of me. I also do not want Margo connecting into the parking lot, which I know that's a consideration. I just would rather not have the train. I don't really use the train, whether for commuting or going to Chicago, I don't go to Chicago that much. I guess that's it.	
534	Sanow	Amanda	Court Reporter - Munster	<ul style="list-style-type: none"> • Oppose • Public Involvement/NEPA Process 	My name is Amanda Sanow, S-A-N-O-W, my address is 8618 Garfield Avenue, and my phone number is 219-670-3389. My concern is I just recently purchased my house, I bought it in the end of July. This information was not relayed by the homeowner, I'm not sure whose responsibility it would have been, if it was the homeowner's or the realtor's, but no one gave me this information. My back yard butts up to the bike path, so I will have a train essentially in my back yard. My fence goes on to the easement, which I've already been told the easement is going to be taken, so essentially part of my back yard will be taken. The problem I also have with this is we are going to have two stations in Munster. Munster only needs one station. We do not need to uproot a community. We do not need to uproot citizens to put in another train station for the convenience of like a five-minute drive. We do not need a second station. No one from NICTD or the Town has made any contact to anyone in our neighborhood about this situation. No one has let any of us know. NICTD did send out post cards and it was supposed to go out to those who were going to be affected, however not everyone received those. When I contacted NICTD about that, they said that we needed to contact the post office or something like that. However, this has just not been handled correctly. You need to contact the residents who it's going to affect directly. I'm going to be affected directly due to the train being in my back yard. I am completely opposed to a second train station. It is not okay to have a second train station in the town of Munster. Thank you.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #16 regarding the public involvement processes.</p>
535	Savaglio	Giovanni	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	I fully support the West Lake South Shore Rail expansion. I'm a Munster resident and look forward to the rail station at Main/Sheffield. It will be nice to have convenient rail service to Chicago where Munster residents can avail themselves to good paying jobs in Chicago. Thanks for push forward with the project.	See Master Response #26 regarding support for the Project.
536	Shareef	Steven	Comment Card - Munster	<ul style="list-style-type: none"> • Roadway Connectivity to Subdivisions 	Margo Lane must not connect to train station parking lot. This would be disturbing to West Lakes subdivision. A meeting with West Lakes residences should take place to allow them to comment separately.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
537	Sheets	Eileen	Comment Card - Munster	<ul style="list-style-type: none"> • Alternatives 	I do not understand the need for 2 stations in Munster from a cost-benefit standpoint. It seems like we are making the project too expensive with wish list kind of planning when 1 station in our town would work and create some economic benefit.	See Master Response #8 regarding station locations.
538	Shick	Nicky	Comment Card - Munster	<ul style="list-style-type: none"> • Other 	Would like a written contract stating there will be no freight trains. Would also like to be reassured that no property becomes RR property between Ridge Road and Fisher west of the track itself.	<p>See Master Response #20 regarding property acquisitions.</p> <p>Although the existing South Shore Line (SSL) accommodates freight trains, freight trains would not be able to use the West Lake Corridor line because (1) there are no connections to the freight lines, and (2) the West Lake Corridor design parameters would only accommodate lighter NICTD electric commuter rail cars and maintenance trains. The design is not intended to accommodate heavier freight trains.</p> <p>No property acquisitions are anticipated west of the Monon Corridor. For a map of the parcels to be acquired please consult the <i>West Lake Corridor Acquisitions and Displacements/Economic Assessment Technical Report</i> in Appendix G3 of the FEIS.</p>
539	Sons	Kelly	Comment Form	<ul style="list-style-type: none"> • Oppose • Property Values • Neighborhoods/Quality of 	My name is Kelly Sons, S-O-N-S. I am at 8420 Harrison Avenue in Munster. My phone number is 219-513-9721. If you don't mind, I'm just going to kind of read from here. I'm going to start off by saying that we're not just people that are in the way that you can put to the side or be forced to just pick up and move without a fight. We are families with children. We all have feelings and they matter, we matter.	<p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #21 regarding property values.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				Life	<p>We moved to Munster five years ago to make a better life for ourselves and our children. We have three children, two of which have special school needs. We thought when we chose to move here that this is our forever home that fit us perfectly. We found a home with neighbors that we knew. We have a great deal of privacy behind us and are able to see the wildlife all year round. We moved here October of 2012, and we lost both of our in-laws in November, 30 hours apart. We buried them on our five-year-old's birthday. They were moved to a new home, lost two grandparents, and started new schools. All we have is the new life that we have built here, and you just want to come in and put your station and parking lot in like it doesn't matter to the people that live here. You want to put this directly in my back yard.</p> <p>I understand there's not much that I may be able to do about the train, but we can fight the parking lot and station. This will invade all of our privacy at every hour of every day. There will be lights, snow plows, car alarms, people talking and looking into our yards, garbage at all hours of the day and night. This is completely unacceptable.</p> <p>We want to know how long it will take for you to make up your minds about what you will be doing with our lives. We need an answer. Are our property values going to rise, drop or are you going to buy us out? What is your guarantee to us for making all of these critical changes to our lives? We don't even feel like we can change an outlet in our house or make any changes or improvements because we don't know if we will be here. How fair is that? The decisions you have or have not made yet are messing with our lives right now. Our mental and physical health is in the balance. This is not a game or business dealing to us. WE WANT ANSWERS.</p>	<p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the Project.</p>
540	Sons	Kelly	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Property Values • Neighborhoods/Quality of Life 	<p>This comment is a duplicate of Comment 539 received at the Public Hearing.</p> <p>Please read letter. Hi my name is Kelly Sons. I am going to start out by saying that we are not just people that are in the way, that you can put to the side, or forced to just pick up and move without a fight. We are families with children. We all have feelings and they matter. We matter! We moved to Munster 5 years ago to make a better life for ourselves and our children. We have three kids, two of which have special school needs. We thought when we chose to move there that this is our forever home that fit us perfectly. We found a home with neighbors that we knew we have a great deal of privacy behind us and are able to see the wildlife all year round. We moved here in October 2012 and lost both of my inlaws in November 30 hours apart. We buried them on our 5 year olds birthday. They were moved to a new home, lost two grandparent's and started new schools. All we have is the new life that we have built here and you just want to come in and put in your train station and parking lot like it does not matter to the people that live here. You want to put this parking lot in our back yard! I understand there is not much we can do about the train but we can fight the parking lot and station. This will invade all of our privacy at every hour of every day. There will be lights snow plows, car alarms, people talking and looking into our yards at all hours of the day and night. This is unacceptable! We want to know how long it will take for you to make up your minds about what will be going on with our lives. We need an answer! are our property values going to rise, drop, or are you going to buy us out? What is your guarantee to us for making all these critical changes to our lives? We don't even feel like we can change an outlet in our houses or make any changes or improvements because we don't know if we will be here. How fair is that? The decisions you have or have not made yet are messing with our lives right now. Our mental and physical health is in the balance. This is not a game or business dealing to us. WE WANT ANSWERS.</p>	<p>This response is a duplicate of Comment 539 received at the Public Hearing.</p> <p>See Master Response #19 regarding opposition to the Project.</p> <p>See Master Response #21 regarding property values.</p> <p>See Master Response #15 regarding neighborhood impacts.</p> <p>See Master Response #8 regarding station location changes.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously slated for acquisition south of Ridge Road would no longer be required for the Project.</p>
541	Stewart	Brian	Comment Card - Munster	<ul style="list-style-type: none"> • Property Values 	<p>The track is 50' out my back door. I have renovated my home for a young big family and with a train running behind my hone will make it impossible to sell to big young family. This in itself is a form of value drop in my home. I get it, it's coming, but I could at least see a tax reduction or elimination for those directly impacted like I am. Thanks for reading.</p>	<p>See Master Response #21 regarding property values.</p>
542	Susoreny	A.	Comment Card - Munster	<ul style="list-style-type: none"> • Noise/Vibration • Water Resources 	<p>Concern over noise level. Environmental impact on wetlands.</p>	<p>See Master Response #18 regarding noise and vibration.</p>

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
				<ul style="list-style-type: none"> General Environmental/Ecological Resources 		See Master Response #14 regarding wetlands.
543	Szumelda	William	Court Reporter - Munster	<ul style="list-style-type: none"> Oppose 	My name is William Szumelda, 7949 Madison Avenue, Munster, Indiana. I've been a Munster resident approximately eight years. My phone number is 219-836-0408. And my opinion about the considered South Shore line is negative at this time. I'm not in favor of it. It will add traffic, pollution, noise, affect the environment in the area. I live within five blocks of the railroad, and if it was there when I purchased, I would have not purchased, so I am a vote for no.	See Master Response #19 regarding opposition to the Project.
544	Taylor	Paul	Comment Card - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process Property Acquisitions 	Venue way to small. No open community discussion - really! The project people manning the display easels had no real information. While I wanted to attend to have my say, the whole event was a waste of time. This is a done deal regardless of what effect it has on the residents being displaced. Eminent domain at its worst. I moved into the West Lakes Subdivision 18 years ago. We were told that the "parking lot" was residential. You can see where that ended up. Very disappointed in the whole process.	See Master Response #16 regarding the NEPA and public outreach processes. See Master Response #20 regarding property acquisition.
545	Tsataros	Dan	Comment Card - Munster	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	Do not allow access to the parking lot from Margo Lane.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
546	Tsataros	Dan	Court Reporter - Munster	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	My name is Dan Tsataros, T-S-A-T-A-R-O-S, I'm at 401 Carnaby Place in Munster, Indiana, West Lakes subdivision, and I am strongly opposed to the parking lot being accessible through Margo Lane. If the train comes through, that's fine, but people parking for the train should not come through or have access to our private subdivision, rather they should go through Main Street. Quite frankly, West Lakes of Munster has been treated like the stepchild subdivision for the entire ten years that I've lived there, and I'm sick and tired of it. We have to deal with the traffic of the church every Wednesday. We have to deal with the traffic of the church every Sunday. It takes me an hour-and-a-half to get into my subdivision at times. The solutions offered are ridiculous by the Town of Munster, and the Munster Police Department specifically telling me as a resident to use a flag. I'm sick and tired of it, and I think that this train is going to be one other additional nightmare scenario if Margo is opened up for parking.	See Master Response #31 regarding connectivity to the West Lakes and Meadows Subdivisions.
547	Unknown	Cathy	Comment Card - Munster	<ul style="list-style-type: none"> Safety/Security Transit Oriented Development 	1. What is the anticipated budget for future crime with anticipated people riding this train from other areas? 2. East Chicago, Hammond, and Michigan City have had the South Shore for years and their towns have not flourished. Why is this going to be any different?	See Master Response #23 regarding safety and security. See Master Response #27 regarding transit-oriented development (TOD).
548	Unknown	Cathy	Comment Card - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process Automobile Traffic Socioeconomics 	1. What are the plans for Main Street Traffic? Sheffield Traffic? 2. This project is relocating families, bike trails, interfering with wetlands. Are there any other issues that will be forthcoming without public knowledge? 3. We are trying to promote job growth in NWI, this project is for sending 3000 or so people to work in Chicago. How is this promoting our growth?	See Master Response #29 regarding traffic. See Master Response #16 regarding the NEPA and public outreach processes. There is a worker-to-job deficit in Northwest Indiana with Chicago and Cook County Illinois showing a surplus of jobs. Between 2006 and 2010 approximately 22 percent of the workforce in Lake County worked in Cook County. For most industries, Cook County jobs pay an average of 40 percent more than Lake County. This Project is intended to facilitate additional transportation options for residents of Northwest Indiana who work in Chicago.
549	Unknown	Unknown	Comment Card	<ul style="list-style-type: none"> Oppose 	Giant waste of time	See Master Response #19 regarding opposition to the Project.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			- Munster			
550	Unknown	Unknown	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Automobile Traffic 	More trains, More Congestion on Already plugged up 45th and Calumet. Get the road fixed first— underpass/overpass build it now.	See Master Response #19 regarding opposition to the Project. See Master Response #29 regarding traffic impacts.
551	Unknown	Unknown	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose • Neighborhoods/Quality of Life 	Theirs enough congestion in town already plus the town will not be so quiet. We moved here to get away from the hussle bussle of Chicago. I like to drive the distance in my own car instead of standing or sitting next to a smelly loud person and don't like the stop and go from station to station. I like the drive and the town is nice as is. Stop trying to boost it up. Who really is going to shop here most people shop online now. Think!!! fix what's broke first (schools) before we start jumping into something new. Needs to be thought MORE!!!	See Master Response #19 regarding opposition to the Project. See Master Response #15 regarding neighborhood impacts.
552	Unknown	Unknown	Comment Card - Munster	<ul style="list-style-type: none"> • Transit Oriented Development Section 8 housing or apartments put in because of this train. The Federal money coming in so there gonna want more Section 8 available! We don't need to do that.	See Master Response #27 regarding transit-oriented development (TOD). See Master Response #32 regarding affordable housing.
553	Veisberg	Ed	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose 	The light and noise pollution is unavoidable. Having people move would not be right. Not sure about demolishing historical buildings. It is not too far just to drive to the South Shore Station. There are always unexpected issues that may occur during construction. I am opposed of the project.	See Master Response #19 regarding opposition to the Project.
554	Vrehas	Bobby and Traci	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	We hope to see the expansion of the South Shore Line into Munster. This would be very positive for our community.	See Master Response #26 regarding support for the Project.
555	Warot	Michael	Court Reporter - Munster	<ul style="list-style-type: none"> • Alternatives • Property Acquisitions • Transit Oriented Development 	<p>My name is Michael Warot, W-A-R-O-T. I'm at 440 South Street, and my phone number is 219-801-9272. My comments are, like Steve, there's not sufficient detail in the maps that are available to tell whether your property is going to become part of a station to be acquired or not. I understand there are laws against publishing a list of properties to be acquired, but you should be able to ask for your own individual house if you come to the meeting and are in person. You should at least be able to find out yes or no right away. Double tracking is an issue. This plan is single track, and if there's a problem anywhere, everybody is going to be delayed.</p> <p>Double tracking should be, if not part of the project, the rail should be located so that a second track can be added in phase two. It should be built in to the design from the start. Designing it in shouldn't cost that much. If you can't even afford the rail, you can at least move the track so that there's space for it.</p> <p>There's two different phases of this project, there's the Transit Oriented Development and the actual train planning, and there needs to be more explicit statements of how those are related in the public forums and public meetings and public announcements because right now you don't know which is which.</p> <p>I came to the last meeting here thinking it was part of this process, and it turns out it was Transit Oriented Development and they were asking us architecture questions, and I just wanted to know if I was still going to have a home. I think that's it. Thank you very much.</p>	See Master Response #6 regarding double tracking. See Master Response #20 regarding property acquisition. See Master Response #27 regarding transit-oriented development (TOD).
556	Webber	Walt	Comment Card - Munster	<ul style="list-style-type: none"> • Oppose 	Do not want the SS to come to Munster.	See Master Response #19 regarding opposition to the Project.
557	White	CT	Comment Card - Munster	<ul style="list-style-type: none"> • Support 	This is a fantastic project! Love the Hammond Connection. We drive to Chicago 3x week and look forward to being able to take train. Can this be done sooner. Also very excited about impact of increased housing values. Thank you!!!	See Master Response #26 regarding support for the Project.
558	Yaeger	Glen	Court Reporter -	<ul style="list-style-type: none"> • Automobile Traffic 	My name is Glen Yaeger, Y-A-E-G-E-R, I live at 450 South Street, which is on the corner of the entrance to the so-called parking lot. I have lived in this house 31 years, and if you're going to put the parking lot, take all the	See Master Response #8 regarding station location changes.

Comment ID	Last Name	First Name	Comment Type	Topic	Comment	Response
			Munster	<ul style="list-style-type: none"> Roadway Connectivity to Subdivisions 	houses around there. It just -- it doesn't make sense. The increased traffic in my front -- it's a dead end. It's been a dead end. I raised my family there. So that's all. Just be honest with us, that's all. Thank you.	<p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south.</p>
559	Yaeger	Maureen	Court Reporter - Munster	<ul style="list-style-type: none"> Public Involvement/NEPA Process Automobile Traffic Property Acquisitions 	I'm Maureen Yaeger, Y-A-E-G-E-R, 450 South Street, Munster, Indiana, 219-836-0407. My comment is that I am on the corner of South and Harrison and I am within a quarter of a mile of the train station. I am two houses from where the parking lot is going to go. I have lived in that home for 30-plus years. It's a dead-end block. Now I understand that's going to be the entry into the parking lot, and that's going to cause an issue, a lot of traffic. I find it hard to believe they're only taking four homes. Are they going to put the train station behind a row of homes on Harrison so you won't see it? It's going to impact my property taxes and the cost of my home. Nobody ever told us about it until it's done. This appears to be a done deal. And I don't think they're really taking into consideration all of the people in the neighborhood. I know that it has to go somewhere, but they should have gotten our opinion or told us about it. I'm all about making it better for everyone, but it seems like they're not even taking into consideration us who are the most affected by it, that we might be losing our homes or we're going to lose the value of our home or we're going to be forced to leave, and I feel like they didn't even give us an opportunity to speak about it.	<p>See Master Response #8 regarding station location changes.</p> <p>See Master Response #16 regarding the public involvement processes.</p> <p>See Master Response #29 regarding traffic congestion in the vicinity of proposed stations.</p> <p>See Master Response #20 regarding property acquisitions.</p> <p>The Munster Ridge Road Station and associated parking was moved north of Ridge Road, rather than the initial location to the south.</p>
560	Zangulli	Tony and Traci	Comment Card - Munster	<ul style="list-style-type: none"> Support 	We want the train! Bring it to Munster!	See Master Response #26 regarding support for the Project.
561	Zawada	David	Comment Card - Munster	<ul style="list-style-type: none"> Noise/Vibration 	I would like to have a quiet zone to be considered at all at-grade crossings - no horn blowing. Many communities have this in the Chicago area.	See Master Response #18 regarding noise and vibration impacts and mitigation measures including the use of Quiet Zones.