



# The Marquette Action Plan

A Plan by the  
Northwestern Indiana Regional  
Planning Commission

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For more information visit  
<http://www.rdatransformation.com/>

A Plan by  
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[www.nirpc.org](http://www.nirpc.org)

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## History of the Marquette Plan

In the last 12 years, the Marquette Plan has undergone three iterations in which the goals and recommendations have shifted, but the vision of a livable lakefront has remained unchanged. Beginning in 2003, Phase I was completed in 2005 as a collaborative effort of the lakefront communities of East Chicago, Gary, Hammond, Portage, Whiting, the office of Congressman Pete Visclosky, and the Indiana Department of Natural Resources to develop a comprehensive land use vision to guide reinvestment efforts. The goal was to reclaim Indiana's lakefront – from the Indiana/Illinois state line to the Port of Indiana in Portage – as a livable lakefront. The Plan was built on the underlying assumption that as lakefront industries required less land, the vacant space could be made accessible to the public. The Plan recommends a changing landscape where more compact industries co-exist with public parks, mixed-use neighborhoods, and business-oriented developments. It includes recommendations to capture over ten miles of reclaimed, publicly accessible lakeshore with up to 2,500 acres of voluntarily reclaimed land for parks and open space and nearly one hundred miles of land and water based trails that connect to miles of the Indiana Dunes National Lakeshore to the east and Chicago's twenty-three-mile green ribbon of parks to the west. The Plan achieves approximately 1,500 acres of reclaimed industrial brownfields and underutilized lands for economic development.

Phase II extends the study area to include the additional twenty-six miles of lakefront in Porter and LaPorte Counties. The area encompasses two cities, eleven towns, two counties, and serves as home to the Indiana Dunes National Lakeshore, Indiana Dunes State Park, and the Port of Indiana. The Plan re-emphasizes the need for collaboration across the region. Toward that end, a series of multi-jurisdictional community-endorsed short term projects were identified to unite the diverse stakeholders of the study area.

The Marquette Plan 2015 served to integrate the vision and strategies of these two earlier phases across the entire region by establishing more consistency between the plan's priorities and policy frameworks. This update celebrates successes achieved since the plan's inception, identifies challenges towards implementation, and explores new opportunities along the lakefront. The Plan also reviews shifts in the economic development, environmental conservation, and neighborhood development goals across different sub-areas of Northwest Indiana's lakefront. The Marquette Plan 2015 builds on the vision and principles of the original two phases of the plan. It continues to emphasize the importance of Lake Michigan as the greatest natural asset of our region, and the need to increase public access to its shoreline. The Plan prioritizes improving the physical, social, and economic connections throughout Northwest Indiana's lakefront communities, expanding and improving the region's trail and transportation infrastructure, and protecting the long term health of our environment and natural resources.



## Overview

Northwest Indiana's Lake Michigan shoreline is the region's gem. It boasts beautiful and important natural space, vibrant communities, and vital industries. Experiencing the lake is the right of every resident of Northwest Indiana. The vision of an open and accessible lakefront is shared by all, and this vision includes making the lakefront's amenities more accessible. The Marquette Action Plan seeks to realize that vision by identifying barriers to accessing Lake Michigan and making recommendations to overcome them.



On average, there is one access point of lakefront every two miles within the 45 miles of Lake Michigan shoreline in Northwest Indiana.

## Need for an Action Plan

While the first three iterations of the Marquette Plan highlighted individual and collective efforts to advance the goal of a livable and accessible lakefront, the Marquette Action Plan (MAP) aims to build on those plans by identifying specific steps to make the lakefront more accessible. The MAP identifies land across Northwest Indiana's shoreline that may feasibly be transformed into new publicly-accessible areas for conservation, recreation, amenities, and livable communities. The Plan defines different categories of access across the lakefront and identifies a means for accommodating those different uses on a region-wide level.

The MAP is broken up into three sections. The first section focuses on regional approaches to access, the second details where specific improvements could be made and the final section details ways to fund and maintain these improvements. The MAP focuses on eight regional themes as a means to improve lakefront access: accessibility for all; pedestrian and bicycle access; canoe and kayak access; fishing access; parking access; public transit; planning and tourism coordination.

The MAP is written to be a reference for communities, advocates, and residents throughout the Northwest Indiana region and to push the needle a little closer to the vision of an open and accessible lakefront for all.

Whiting Lakefront Park



### How public entities can enhance existing public access and create new access?

- Expand nearby parking options, install public bathrooms adjacent to the beach, building boardwalks, or eliminate physical barriers to public access.
- Purchase lakefront land, acquire an easement, buy a limited right to cross it, or purchase development rights.
- Establish land use regulations to allow or enhance access. Zoning ordinance is a tool to restrict certain uses or development that limit access.
- Offer tax relief for desired uses that benefit public access.
- Increase the cost of development that limit public access to the lakefront through taxation.
- Manage existing public access by establishing rights-of-way and acquire easement.

## Lake Michigan Shoreline Access

The Marquette Plan's main vision is to increase public shoreline access from approximately 33% to over 75%, and to provide a 1000 ft minimum setback for new development. Since the beginning of the Marquette Plan, 76% of that goal has been achieved. Portions of the lakefront still contain active industries and are major economic engines for the region, and their presence is an important asset.

Much of this plan is focused on the smaller changes that could occur to allow more people to enjoy Lake Michigan and to further reach the goal of an accessible lakefront. Other forms of accessibility are also considered in this action plan. Because of the collaboration of leaders such as Congressman Visclosky, IDNR, lakefront communities, RDA, NIRPC, and the passionate residents and stakeholders, the shoreline's public accessibility achieved 66% of the goal by 2017. Some areas of the lakefront have opened to public access since the first phase of the Marquette Plan in 2005, such as the Portage Lakefront and Riverwalk. With the implementation of the MAP recommendations, the goal achieved could reach 76%.

### Lake Michigan Shoreline Access

2003 Goal: 75% Lake Access = 33.8 miles

**Before 2003**  
Before the  
Marquette  
Plan

Goal Achievement =  
**44%**  
14.85 miles

**2003-2017**  
After  
Marquette Plan  
I, II, and the  
Update

Goal Achievement =  
**66%**  
22.3 miles

**After 2017**  
With the  
Implementation  
of the Action  
Plan

Goal Achievement=  
**76%**  
25.7 miles

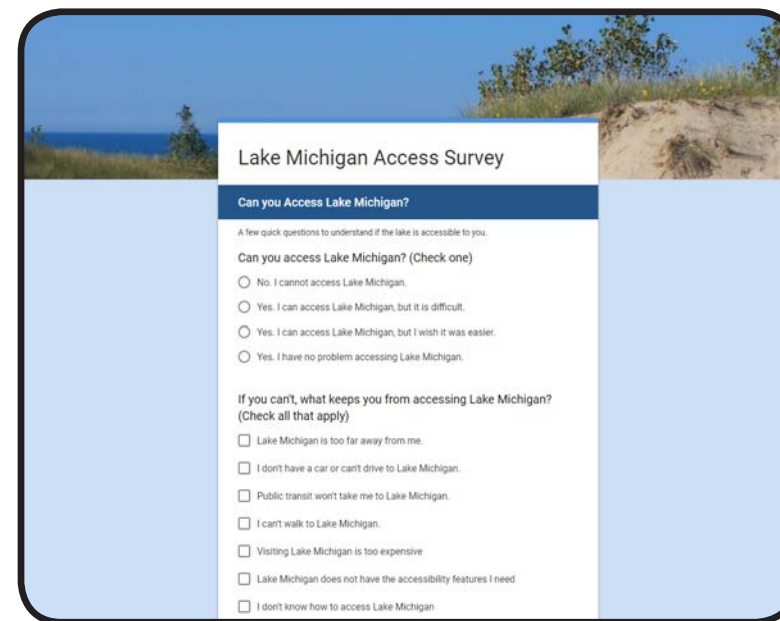
## Outreach

Outreach was a key component of the planning process. Several methods were used to engage residents and capture valuable input including a survey, focus meetings, and one on one meetings with community stakeholders.

An internet survey kicked off the Marquette Action Plan in April 2016 and was designed to create a wide sample from across the region. The survey was distributed in paper and digital formats, posted on NIRPC's website and all social media platforms, announced at meetings, and shared with partner agencies and organizations. The goal of the survey was to identify challenges to lakefront access from residents in Lake, Porter, and LaPorte Counties and capture statistically significant portions of different groups in the region.

In addition to the survey, the project team held a meeting with select stakeholders to discuss the results of the survey. The stakeholders, who represented lakefront communities and different advocacy organizations, outlined the region's access needs. The results of the meeting led to the regional approaches chapter in this document. The team also held one-on-one meetings with members of the lakefront communities to discuss their strengths and needs.

Online Survey



The screenshot shows a web-based survey interface. At the top, there is a header with the title "Lake Michigan Access Survey" and a sub-header "Can you Access Lake Michigan?". Below this, a brief introduction states: "A few quick questions to understand if the lake is accessible to you." The main question is "Can you access Lake Michigan? (Check one)", followed by four radio button options: "No. I cannot access Lake Michigan.", "Yes. I can access Lake Michigan, but it is difficult.", "Yes. I can access Lake Michigan, but I wish it was easier.", and "Yes. I have no problem accessing Lake Michigan." Below this, a section titled "If you can't, what keeps you from accessing Lake Michigan? (Check all that apply)" lists seven checkbox options: "Lake Michigan is too far away from me.", "I don't have a car or can't drive to Lake Michigan.", "Public transit won't take me to Lake Michigan.", "I can't walk to Lake Michigan.", "Visiting Lake Michigan is too expensive", "Lake Michigan does not have the accessibility features I need", and "I don't know how to access Lake Michigan." The survey is displayed on a light blue background with a scenic image of a lake and trees at the top.

## Survey Results

The survey results provided valuable information on lakefront accessibility. 30% of respondents indicated they “can access Lake Michigan, but they wish it was easier,” 10% indicated they “can access Lake Michigan, but it is difficult,” and 2% indicated they cannot access Lake Michigan at all. Of the respondents who could not access Lake Michigan, most indicated that access was limited, could not walk to the lake, no public transit, and limited accessibility features at lakefront locations. See Figure A.

Figure A - Lake Michigan Access

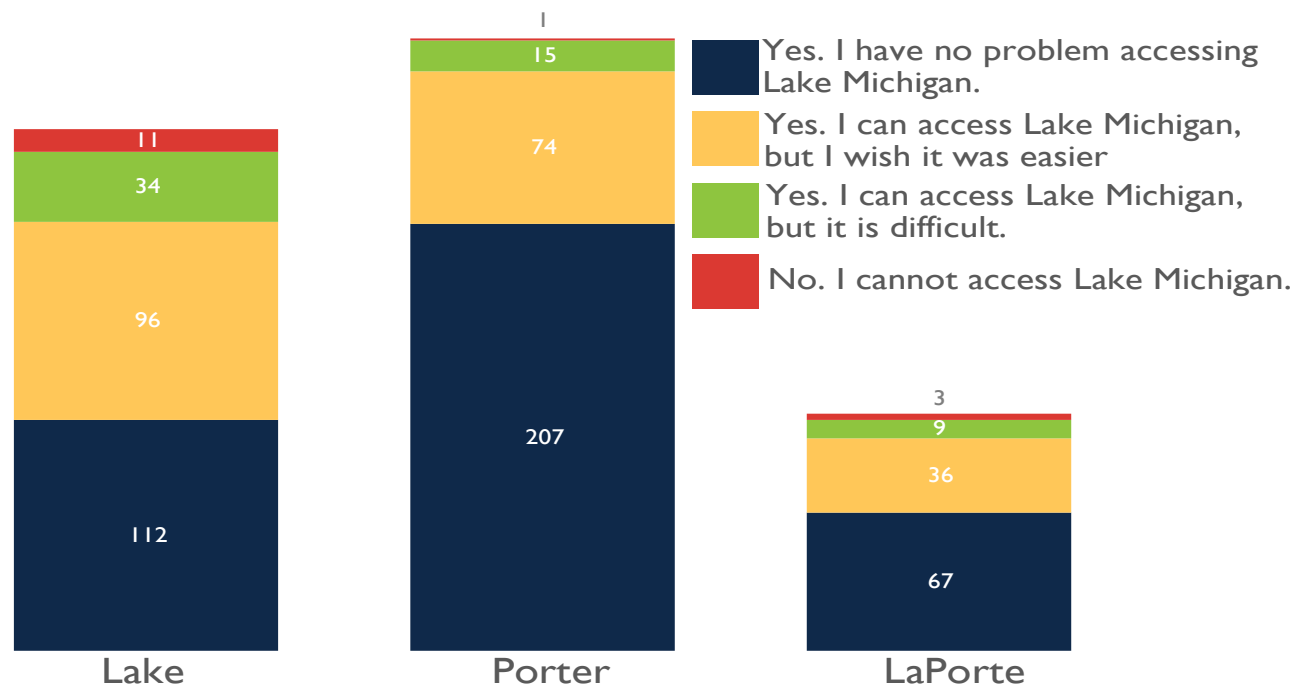
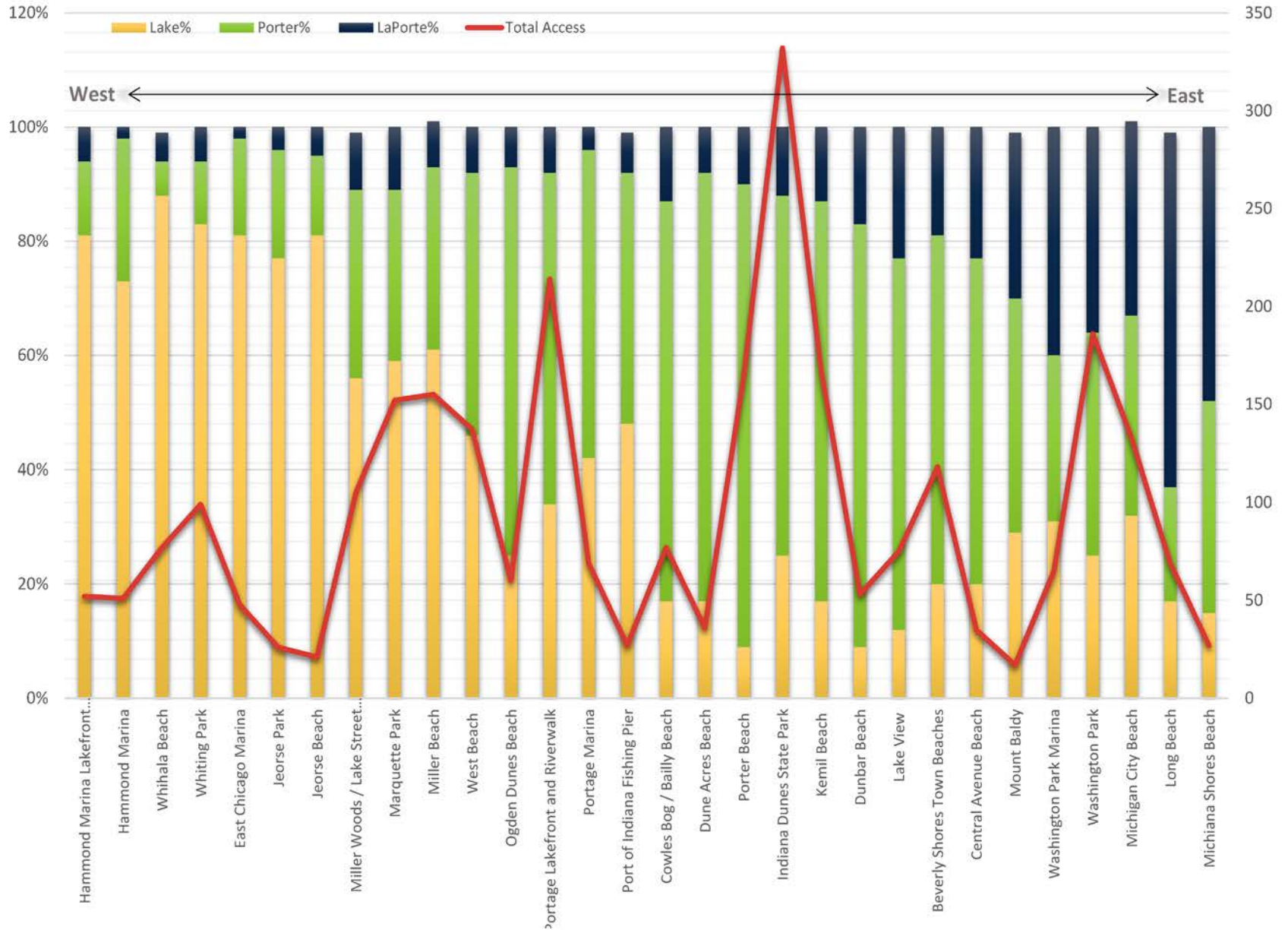
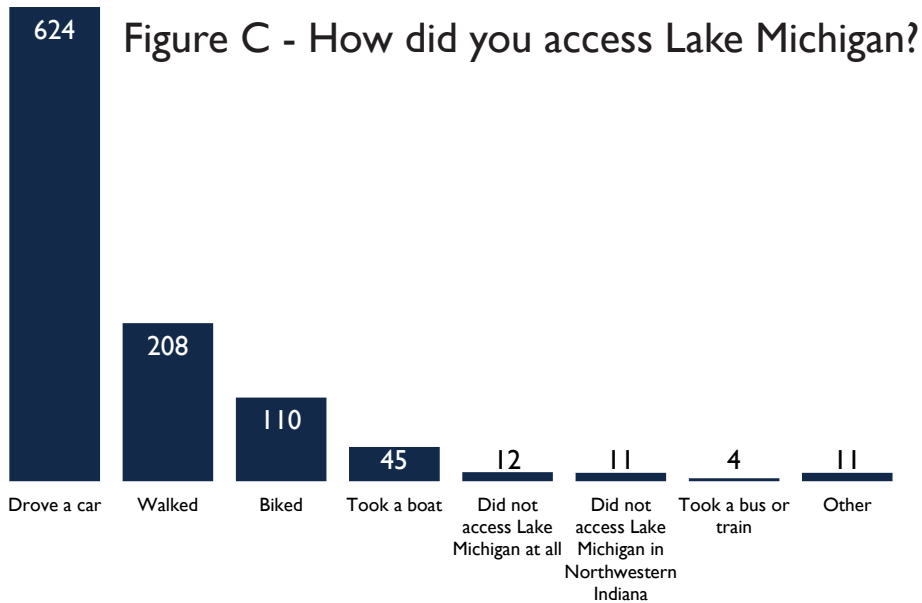




Figure B - Where did you access Lake Michigan?

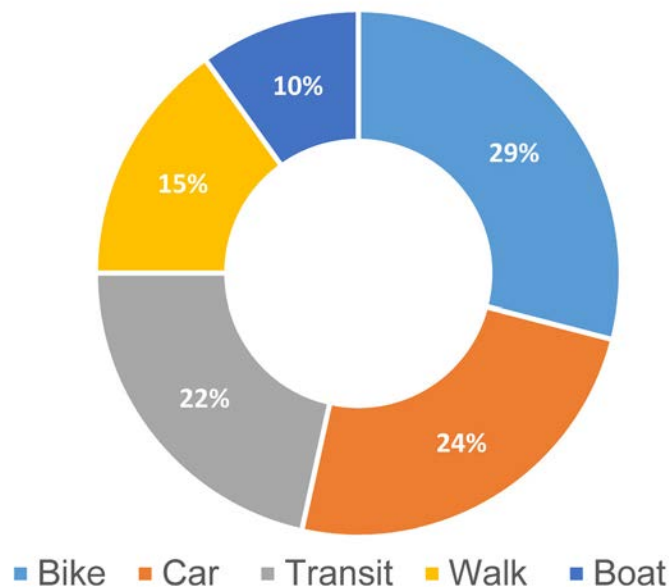




94% of respondents who took the survey live within the Northwest Indiana region, and 56% of respondents live within the Marquette planning area, demonstrating that residents care about access to the lake even if they do not live within close proximity. 39% of respondents live in Porter County, 33% live in Lake County, and 15% live in LaPorte County. See Figure B.

69% of Porter County residents had no problem accessing the lake, 55% of Lake County residents indicated some problem accessing the lake, and in LaPorte County, 58% indicated no trouble accessing Lake Michigan. When asked which lakefront access locations visited in the last 12 months, most visited locations within their County. In summary, local lakefront access points have significance in Northwest Indiana, as residents prefer not to travel far for lakefront access and desire quicker, closer, and various travel choices to access the lake.

**Figure D - Preferred future access to Lake Michigan?**

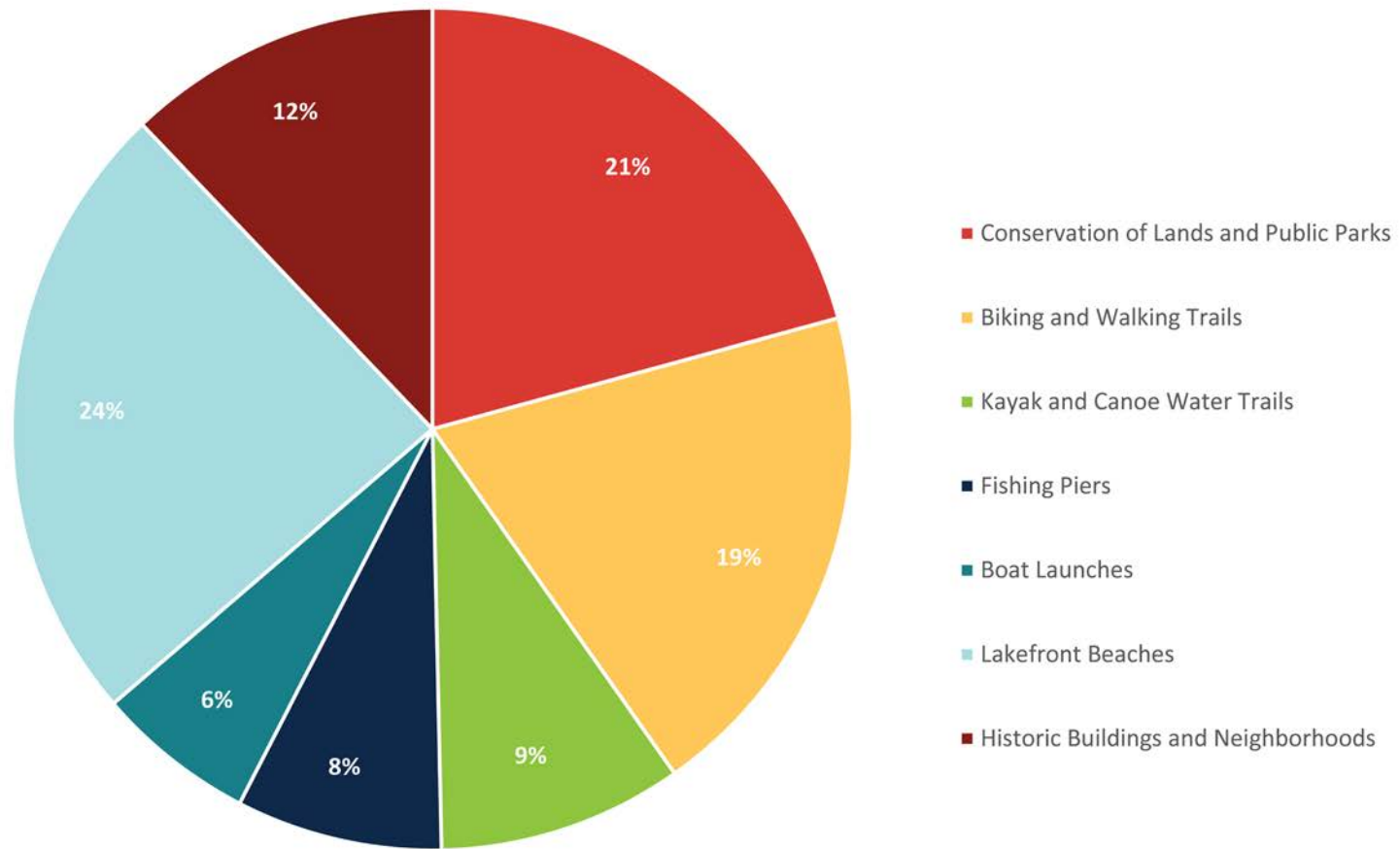


As shown in Figure C, without using a personal vehicle, access to the lake is limited and very few respondents were able to reach the lake via public transportation. 82% of respondents who access the lake drove a car, 30% walked and 14% biked. As for future access to the lake, 33% prefer to bike, 24% prefer to take transit, and 17% prefer to walk. See Figure D.

Over 31% of respondents stated that roads and parking lots are very important transportation improvements necessary to access the lake.

According to Figure E, lakefront beaches, conservation lands, public parks, and pedestrian and biking facilities were the most important amenities to residents. In summary, the survey was instrumental in highlighting how important access to Lake Michigan is for residents.

Figure E - Important Amenities



# Regional Approach

Creating better access to Lake Michigan requires building on existing momentum and learning from successes. Several regional, state, and national partners are collaborating closely to realize the goals of the Marquette Plan including, NIRPC, RDA, DNR Coastal Program, Indiana Dunes State Park, Indiana Dunes National Lakeshore and the tourism bureaus. The long-term goal is to reach 75% of publicly accessible shoreline, in the meantime, there are regional approaches to enhance current access. This section will further explain the different approaches to reaching the lakefront, including accessibility for all; pedestrian and bicycle access; canoe and kayak access; fishing access; parking access; public transit; planning and tourism coordination.



# Current Regionwide Shoreline Access

The Plan defines explored opportunities as potential public access locations that require further plans. If these explored opportunities are incorporated, an additional 7% (3.84 miles) of the lakefront will be publicly accessible.

The map below highlights the region's current access locations to the shoreline in green, currently inaccessible lakeshore in red and the explored opportunities shown in gold were studied by the planning team for public access potential.

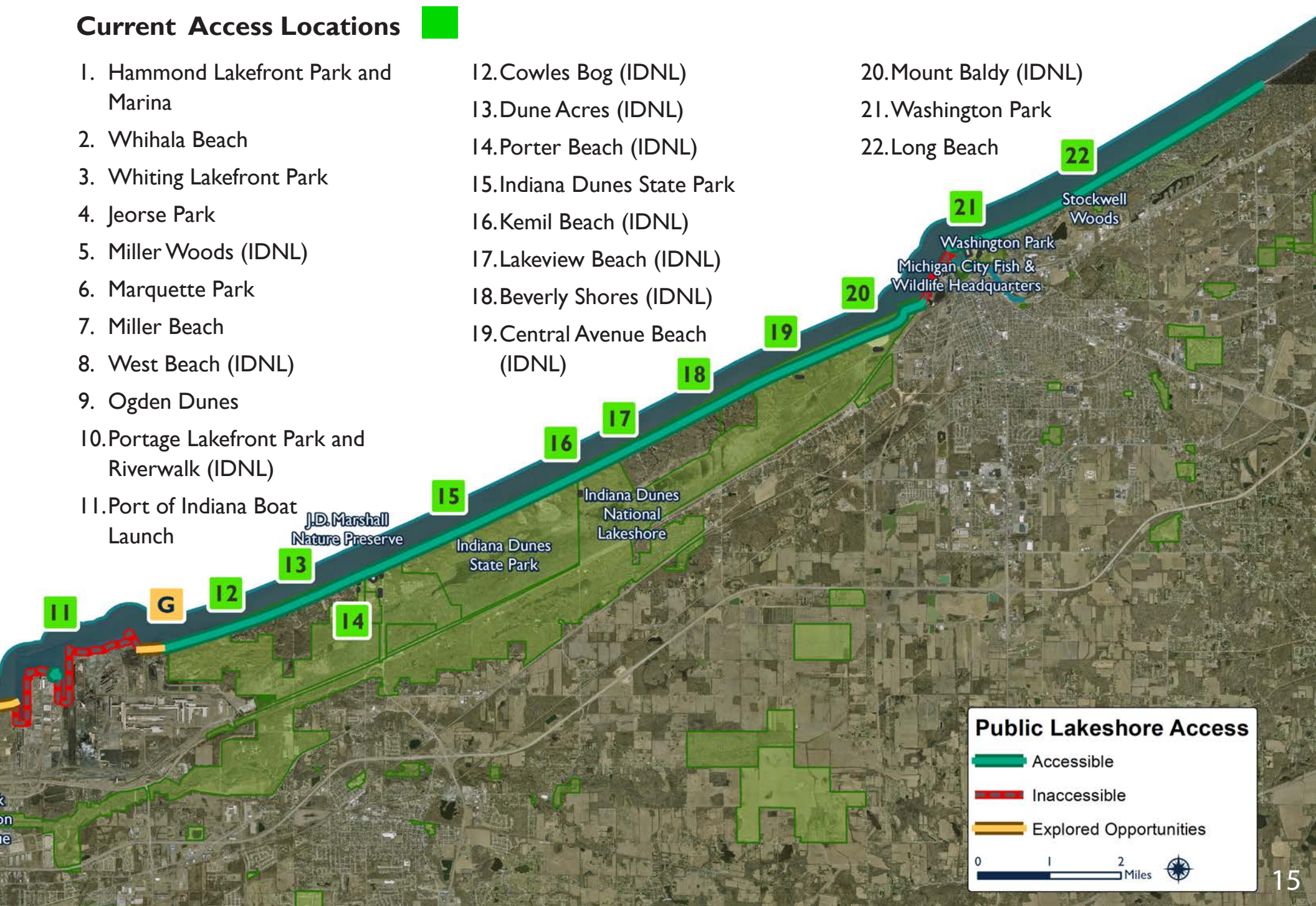


- **Inaccessible** - an area that is not currently available for public use.
- **Explored Opportunities** - an area that has a potential for public use and needs further investigation through private public partnerships.



## Current Access Locations

1. Hammond Lakefront Park and Marina
2. Whihala Beach
3. Whiting Lakefront Park
4. Jeorse Park
5. Miller Woods (IDNL)
6. Marquette Park
7. Miller Beach
8. West Beach (IDNL)
9. Ogden Dunes
10. Portage Lakefront Park and Riverwalk (IDNL)
11. Port of Indiana Boat Launch
12. Cowles Bog (IDNL)
13. Dune Acres (IDNL)
14. Porter Beach (IDNL)
15. Indiana Dunes State Park
16. Kemil Beach (IDNL)
17. Lakeview Beach (IDNL)
18. Beverly Shores (IDNL)
19. Central Avenue Beach (IDNL)
20. Mount Baldy (IDNL)
21. Washington Park
22. Long Beach



**Public Lakeshore Access**

- Accessible
- Inaccessible
- Explored Opportunities

0 1 2 Miles



## Accessibility for All

Universal design is the composition and design of the built environment so that it can be accessed, understood and used to the greatest extent possible by all ages and abilities. While this is taken into consideration more and more at the lakefront parks, there are still barriers for many people. Removing these barriers is paramount for advancing the goal of accessibility for all. In addition to improving universal accessibility at the parks, communities should focus on providing accessible transportation options to the parks, such as buses, shuttles, and sidewalks.



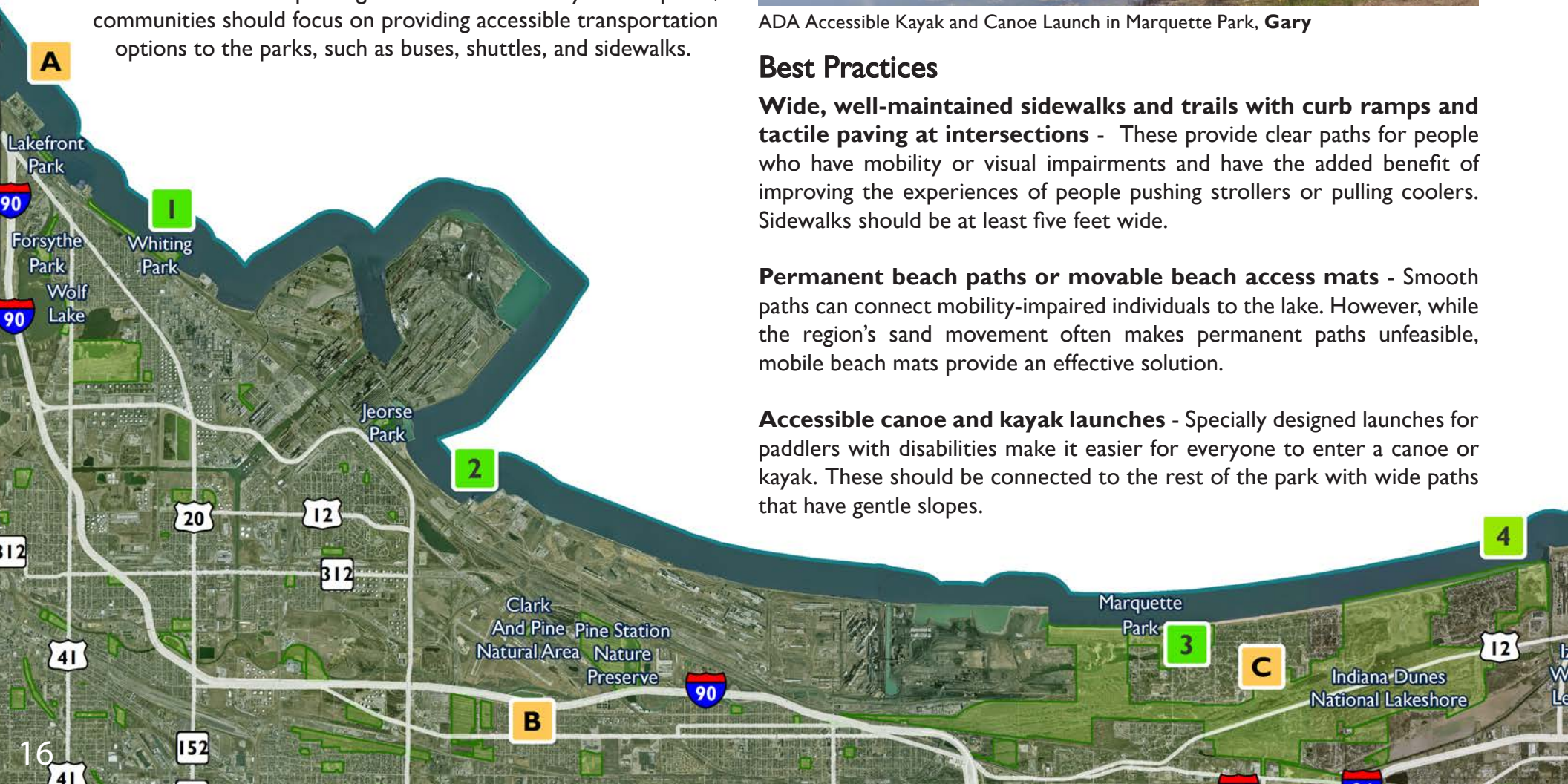
ADA Accessible Kayak and Canoe Launch in Marquette Park, Gary

### Best Practices

**Wide, well-maintained sidewalks and trails with curb ramps and tactile paving at intersections** - These provide clear paths for people who have mobility or visual impairments and have the added benefit of improving the experiences of people pushing strollers or pulling coolers. Sidewalks should be at least five feet wide.

**Permanent beach paths or movable beach access mats** - Smooth paths can connect mobility-impaired individuals to the lake. However, while the region's sand movement often makes permanent paths unfeasible, mobile beach mats provide an effective solution.

**Accessible canoe and kayak launches** - Specially designed launches for paddlers with disabilities make it easier for everyone to enter a canoe or kayak. These should be connected to the rest of the park with wide paths that have gentle slopes.





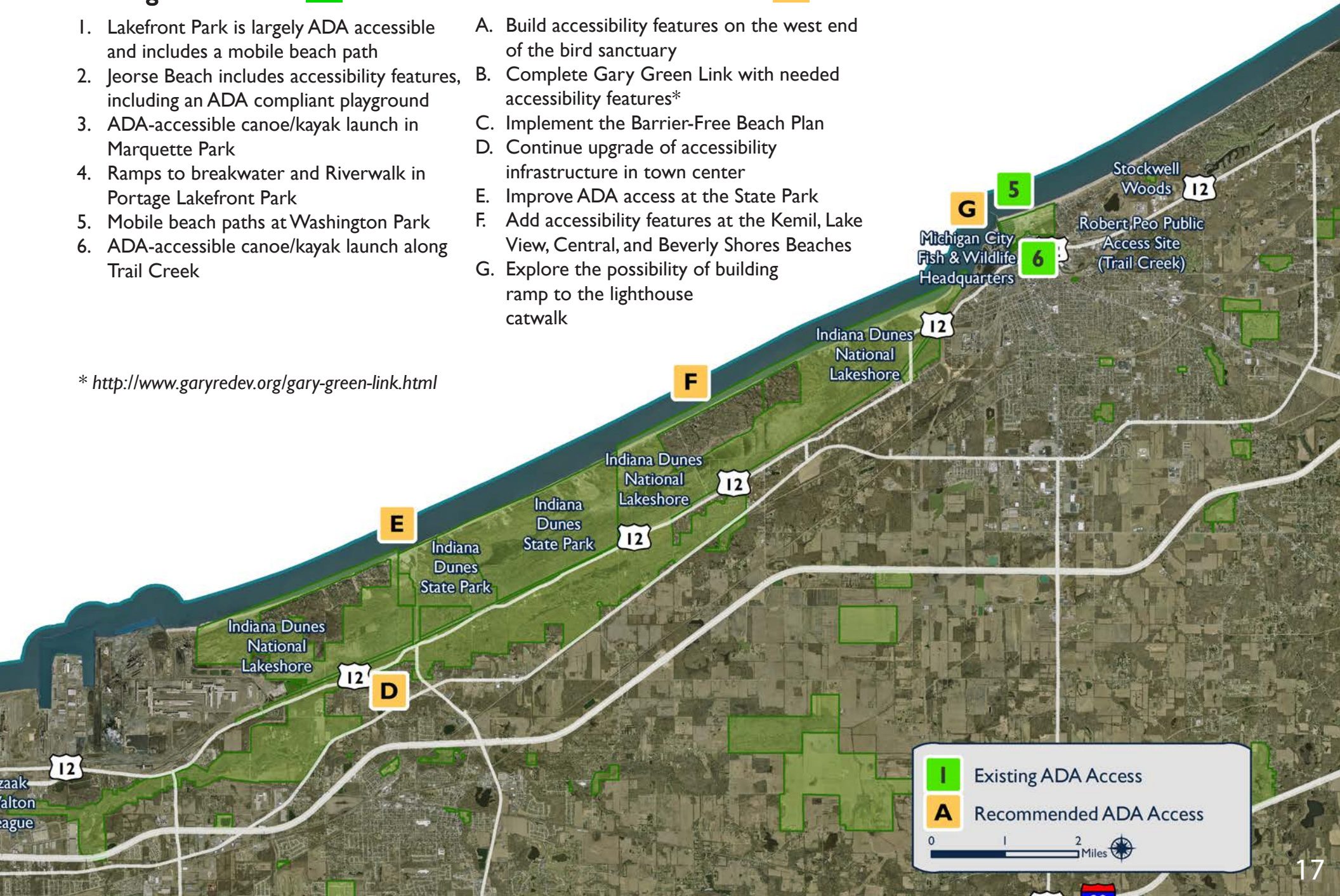
## Existing ADA Access ■

1. Lakefront Park is largely ADA accessible and includes a mobile beach path
2. Jeorse Beach includes accessibility features, including an ADA compliant playground
3. ADA-accessible canoe/kayak launch in Marquette Park
4. Ramps to breakwater and Riverwalk in Portage Lakefront Park
5. Mobile beach paths at Washington Park
6. ADA-accessible canoe/kayak launch along Trail Creek

## Recommended ADA Access ■

- A. Build accessibility features on the west end of the bird sanctuary
- B. Complete Gary Green Link with needed accessibility features\*
- C. Implement the Barrier-Free Beach Plan
- D. Continue upgrade of accessibility infrastructure in town center
- E. Improve ADA access at the State Park
- F. Add accessibility features at the Kemil, Lake View, Central, and Beverly Shores Beaches
- G. Explore the possibility of building ramp to the lighthouse catwalk

\* <http://www.garyredev.org/gary-green-link.html>





## Pedestrian and Bicycle Access

Biking or walking is the first choice for many when it comes to visiting Lake Michigan. Northwest Indiana has seen tremendous growth in its trail system and biking infrastructure, and many of these improvements have directly impacted how easy it is to get to the lake. The Marquette Trail in particular has been instrumental to improving connectivity for people using non-motorized means of transportation. NICTD's Bikes on Trains initiative leverages these assets and makes it easier for people from outside the region to get to the lake without a car. It is crucial to implement the Marquette Trail and its spurs, in addition to improving sidewalks and paths which lead to the lake.



Barrier protected multi-modal trail and wayfinding at the **Indiana Dunes State Park**



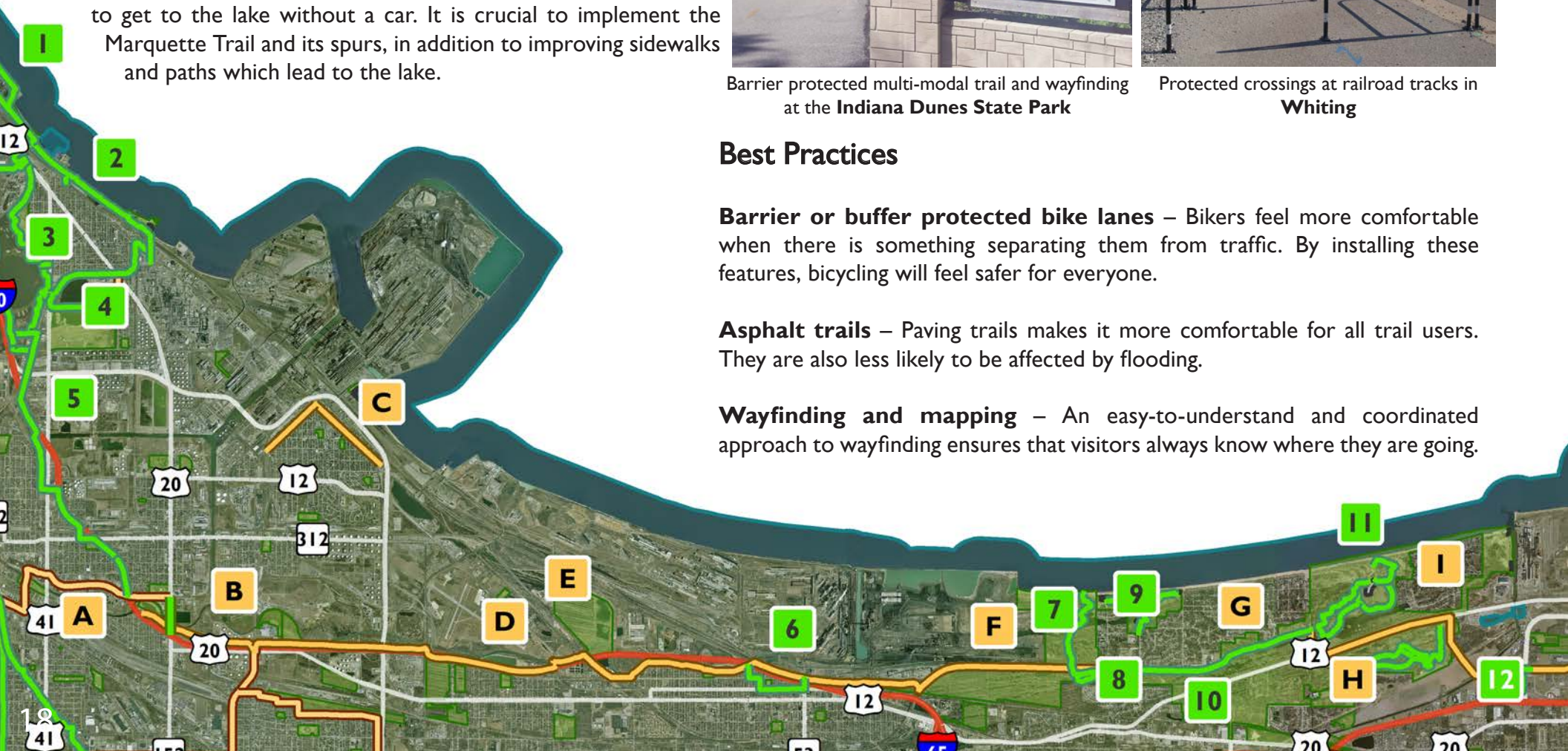
Protected crossings at railroad tracks in **Whiting**

### Best Practices

**Barrier or buffer protected bike lanes** – Bikers feel more comfortable when there is something separating them from traffic. By installing these features, bicycling will feel safer for everyone.

**Asphalt trails** – Paving trails makes it more comfortable for all trail users. They are also less likely to be affected by flooding.

**Wayfinding and mapping** – An easy-to-understand and coordinated approach to wayfinding ensures that visitors always know where they are going.





## Built Trails

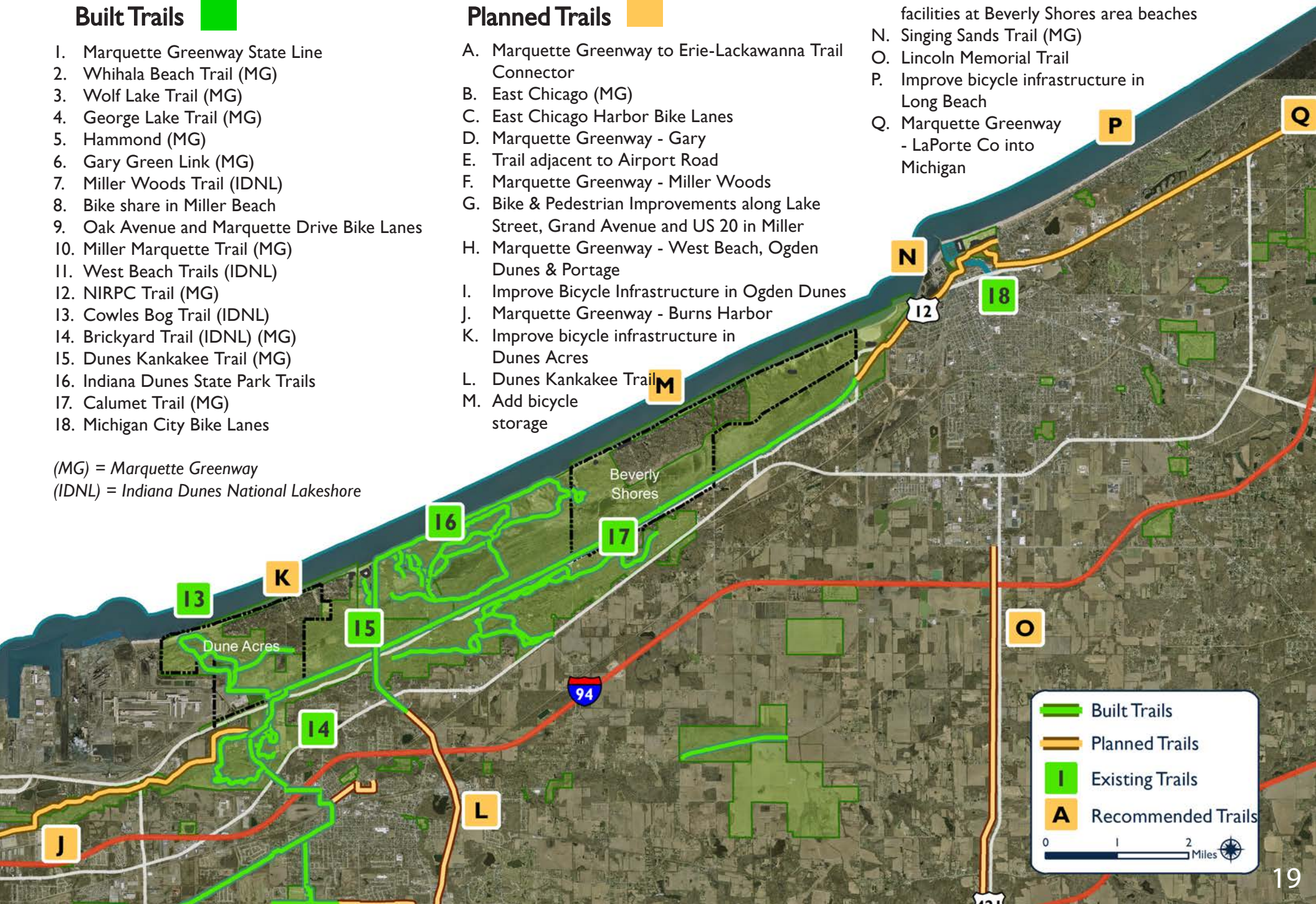
1. Marquette Greenway State Line
2. Whihala Beach Trail (MG)
3. Wolf Lake Trail (MG)
4. George Lake Trail (MG)
5. Hammond (MG)
6. Gary Green Link (MG)
7. Miller Woods Trail (IDNL)
8. Bike share in Miller Beach
9. Oak Avenue and Marquette Drive Bike Lanes
10. Miller Marquette Trail (MG)
11. West Beach Trails (IDNL)
12. NIRPC Trail (MG)
13. Cowles Bog Trail (IDNL)
14. Brickyard Trail (IDNL) (MG)
15. Dunes Kankakee Trail (MG)
16. Indiana Dunes State Park Trails
17. Calumet Trail (MG)
18. Michigan City Bike Lanes

(MG) = Marquette Greenway  
(IDNL) = Indiana Dunes National Lakeshore

## Planned Trails

- A. Marquette Greenway to Erie-Lackawanna Trail Connector
- B. East Chicago (MG)
- C. East Chicago Harbor Bike Lanes
- D. Marquette Greenway - Gary
- E. Trail adjacent to Airport Road
- F. Marquette Greenway - Miller Woods
- G. Bike & Pedestrian Improvements along Lake Street, Grand Avenue and US 20 in Miller
- H. Marquette Greenway - West Beach, Ogden Dunes & Portage
- I. Improve Bicycle Infrastructure in Ogden Dunes
- J. Marquette Greenway - Burns Harbor
- K. Improve bicycle infrastructure in Dunes Acres
- L. Dunes Kankakee Trail
- M. Add bicycle storage

- facilities at Beverly Shores area beaches
- N. Singing Sands Trail (MG)
  - O. Lincoln Memorial Trail
  - P. Improve bicycle infrastructure in Long Beach
  - Q. Marquette Greenway - LaPorte Co into Michigan





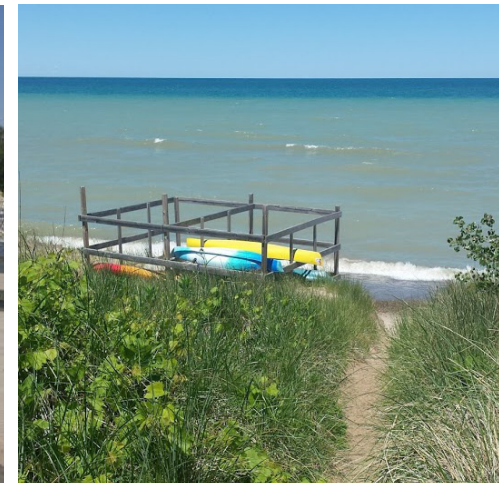
## Canoe and Kayak Access

Paddling provides the opportunity to see the Lake Michigan shoreline in a new light. Awareness of canoeing and kayaking in the region has been growing, and groups like the Northwest Indiana Paddling Association have successfully advocated for improved paddling infrastructure both on Lake Michigan and its inland waterways. In order to continue to improve paddling opportunities, work should focus on clearing waterways of debris and adding amenities along the shoreline. These improvements will make it easier for paddlers of all types and experience levels to appreciate the region's waterways.

Boat launch at **Whiting Lakefront**



Kayak storage in **Beverly Shores**



### Best Practices

**Boat rentals** – For those without their own equipment, having the option to rent a canoe or kayak can allow them the opportunity to see Lake Michigan and other waterways in a new way.

**Clean and clear waterways** – Removing debris and trash from the region's waterways makes the rivers and streams clear and easy to paddle. The Northwest Indiana Paddling Association organizes water sampling and stream cleanups.

**Easy access points**– Getting into the water is the first step to paddling, and access points should be easy-to-find and easy-to-use. Launches should include clear signage and wayfinding and ADA accessibility features.



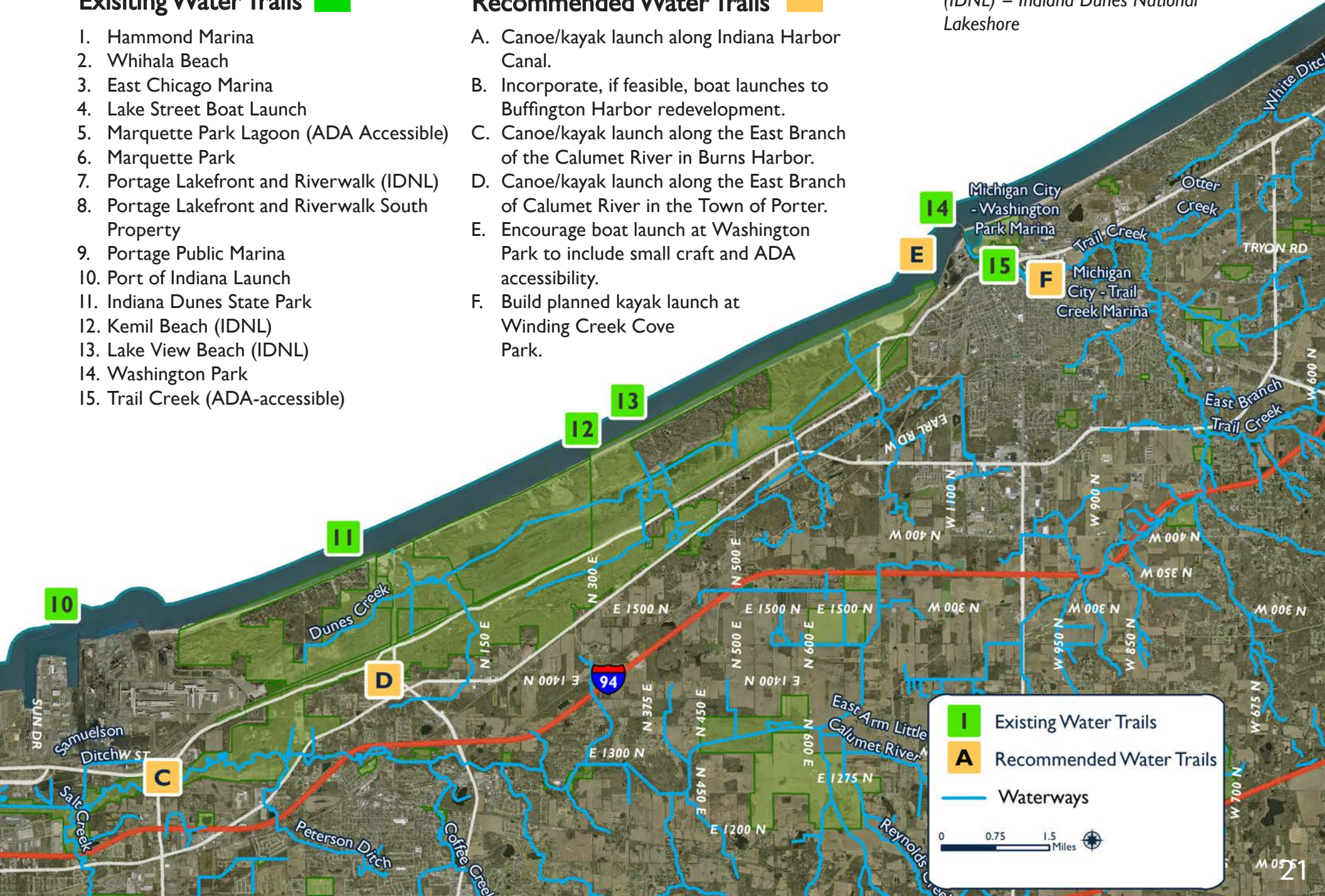
## Existing Water Trails ■

1. Hammond Marina
2. Whihala Beach
3. East Chicago Marina
4. Lake Street Boat Launch
5. Marquette Park Lagoon (ADA Accessible)
6. Marquette Park
7. Portage Lakefront and Riverwalk (IDNL)
8. Portage Lakefront and Riverwalk South Property
9. Portage Public Marina
10. Port of Indiana Launch
11. Indiana Dunes State Park
12. Kemil Beach (IDNL)
13. Lake View Beach (IDNL)
14. Washington Park
15. Trail Creek (ADA-accessible)

## Recommended Water Trails ■

- A. Canoe/kayak launch along Indiana Harbor Canal.
- B. Incorporate, if feasible, boat launches to Buffington Harbor redevelopment.
- C. Canoe/kayak launch along the East Branch of the Calumet River in Burns Harbor.
- D. Canoe/kayak launch along the East Branch of Calumet River in the Town of Porter.
- E. Encourage boat launch at Washington Park to include small craft and ADA accessibility.
- F. Build planned kayak launch at Winding Creek Cove Park.

(IDNL) = Indiana Dunes National Lakeshore



	Existing Water Trails
	Recommended Water Trails
	Waterways

0 0.75 1.5 Miles

21



## Fishing Access

Several sites along Northwest Indiana's Lake Michigan shoreline provide shore based anglers access to this diverse fishery. In the recent past, a slightly greater number of sites existed at some industrial facilities, such as the Dean Mitchell Generating Station, and these sites allowed or provided public fishing access. Anglers tended to favor these areas because the shoreline structure and warm water discharges would hold fish throughout large portions of the year. Today, a majority of the remaining shoreline fishing access sites are associated with public parks and marinas.

Life preservers along Trail Creek in **Michigan City**

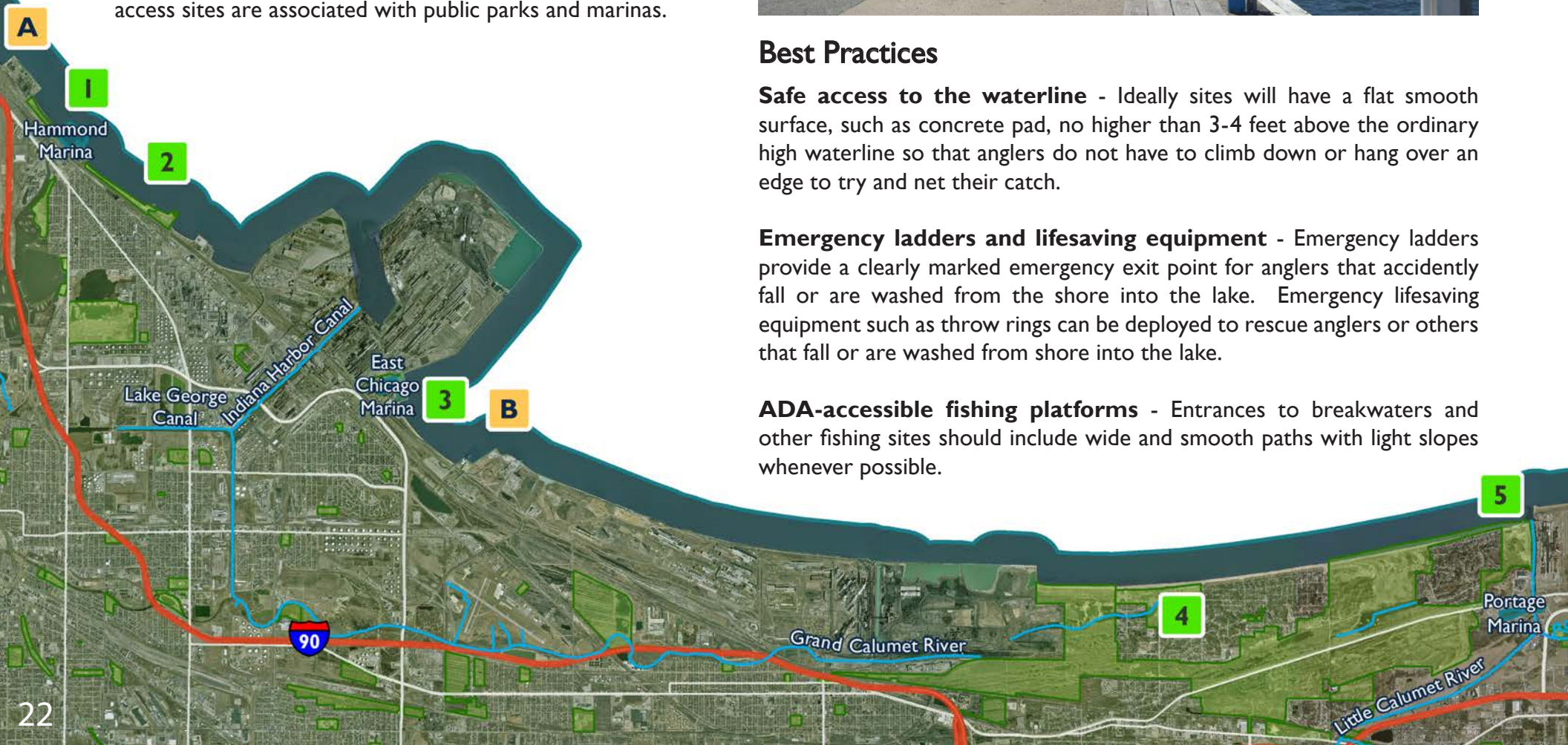


### Best Practices

**Safe access to the waterline** - Ideally sites will have a flat smooth surface, such as concrete pad, no higher than 3-4 feet above the ordinary high waterline so that anglers do not have to climb down or hang over an edge to try and net their catch.

**Emergency ladders and lifesaving equipment** - Emergency ladders provide a clearly marked emergency exit point for anglers that accidentally fall or are washed from the shore into the lake. Emergency lifesaving equipment such as throw rings can be deployed to rescue anglers or others that fall or are washed from shore into the lake.

**ADA-accessible fishing platforms** - Entrances to breakwaters and other fishing sites should include wide and smooth paths with light slopes whenever possible.



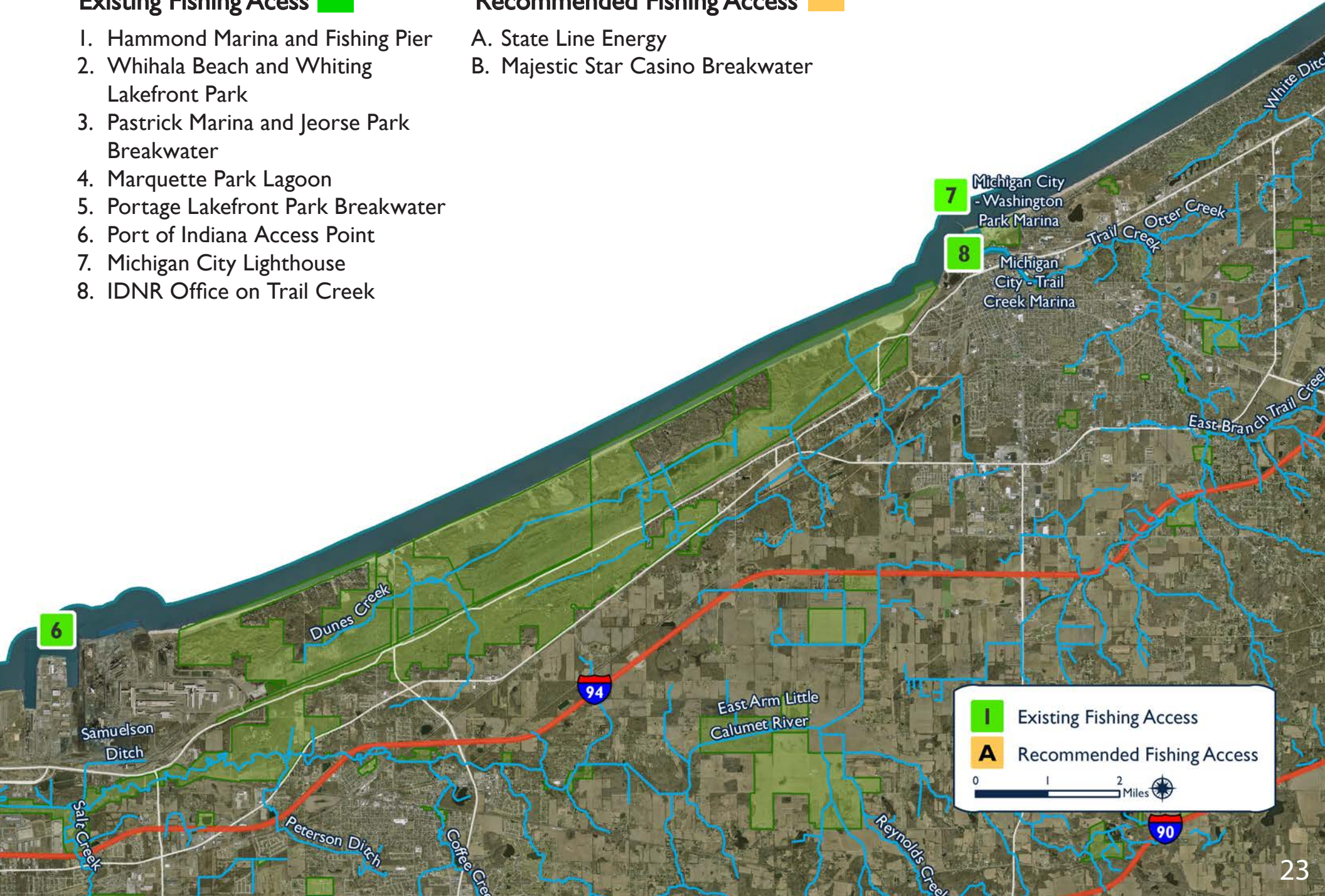


## Existing Fishing Access ■

1. Hammond Marina and Fishing Pier
2. Whihala Beach and Whiting Lakefront Park
3. Pastrick Marina and Jeorse Park Breakwater
4. Marquette Park Lagoon
5. Portage Lakefront Park Breakwater
6. Port of Indiana Access Point
7. Michigan City Lighthouse
8. IDNR Office on Trail Creek

## Recommended Fishing Access ■

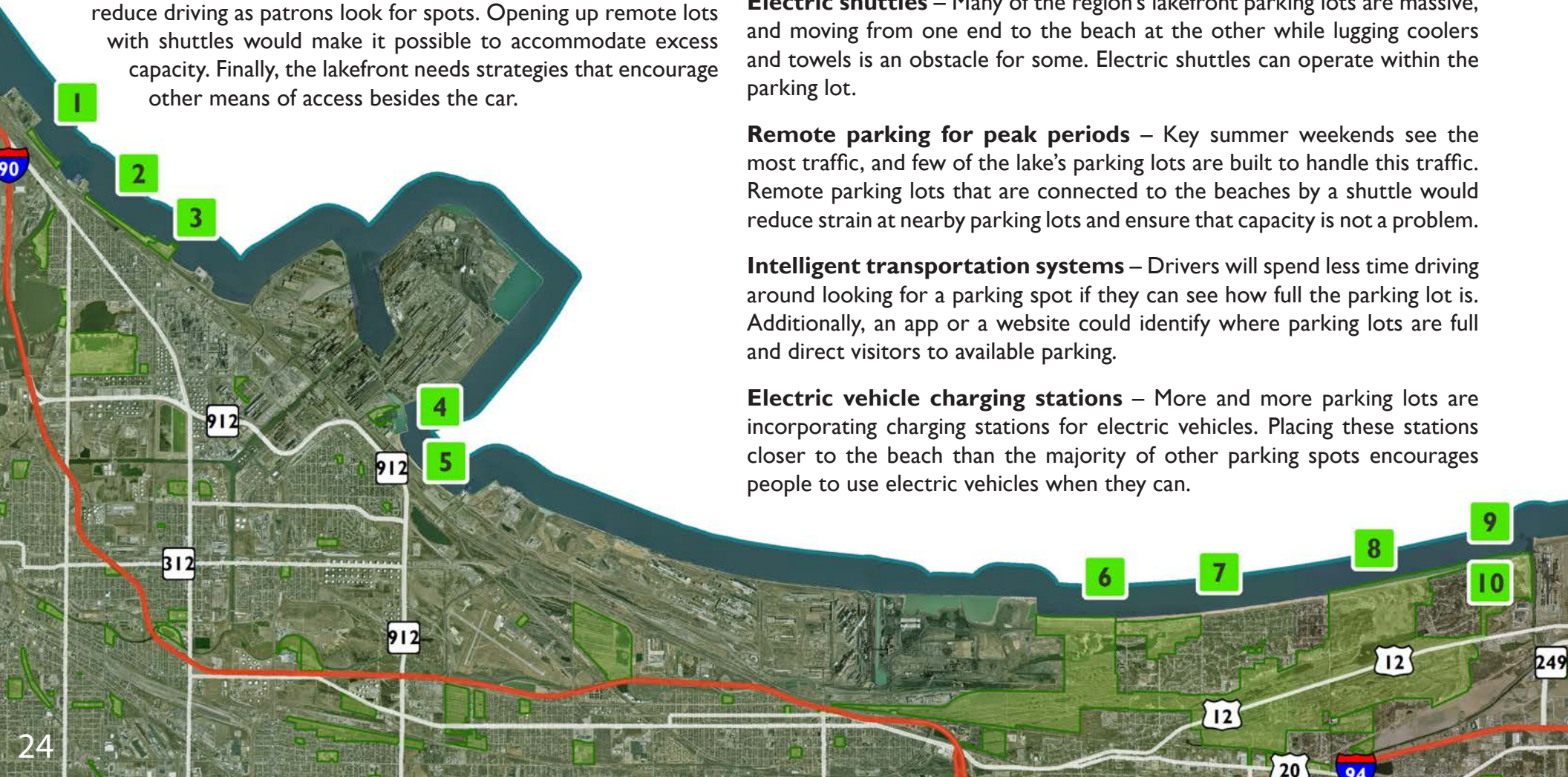
- A. State Line Energy
- B. Majestic Star Casino Breakwater





## Parking Access

Large numbers of people who come to experience the lakefront take their cars, which means they need to park. Parking at the lakefront parks is generally easy; it is both plentiful and nearby. Despite this, parking is often difficult during peak periods such as summer weekends. There is little room to expand current parking lots, and creative means of improving parking access are needed. Using intelligent signs to inform visitors of full lots would reduce driving as patrons look for spots. Opening up remote lots with shuttles would make it possible to accommodate excess capacity. Finally, the lakefront needs strategies that encourage other means of access besides the car.



Electric Vehicle Charging Station in Michigan City's Washington Park

### Best Practices

**Electric shuttles** – Many of the region's lakefront parking lots are massive, and moving from one end to the beach at the other while lugging coolers and towels is an obstacle for some. Electric shuttles can operate within the parking lot.

**Remote parking for peak periods** – Key summer weekends see the most traffic, and few of the lake's parking lots are built to handle this traffic. Remote parking lots that are connected to the beaches by a shuttle would reduce strain at nearby parking lots and ensure that capacity is not a problem.

**Intelligent transportation systems** – Drivers will spend less time driving around looking for a parking spot if they can see how full the parking lot is. Additionally, an app or a website could identify where parking lots are full and direct visitors to available parking.

**Electric vehicle charging stations** – More and more parking lots are incorporating charging stations for electric vehicles. Placing these stations closer to the beach than the majority of other parking spots encourages people to use electric vehicles when they can.



## Existing Parking ■

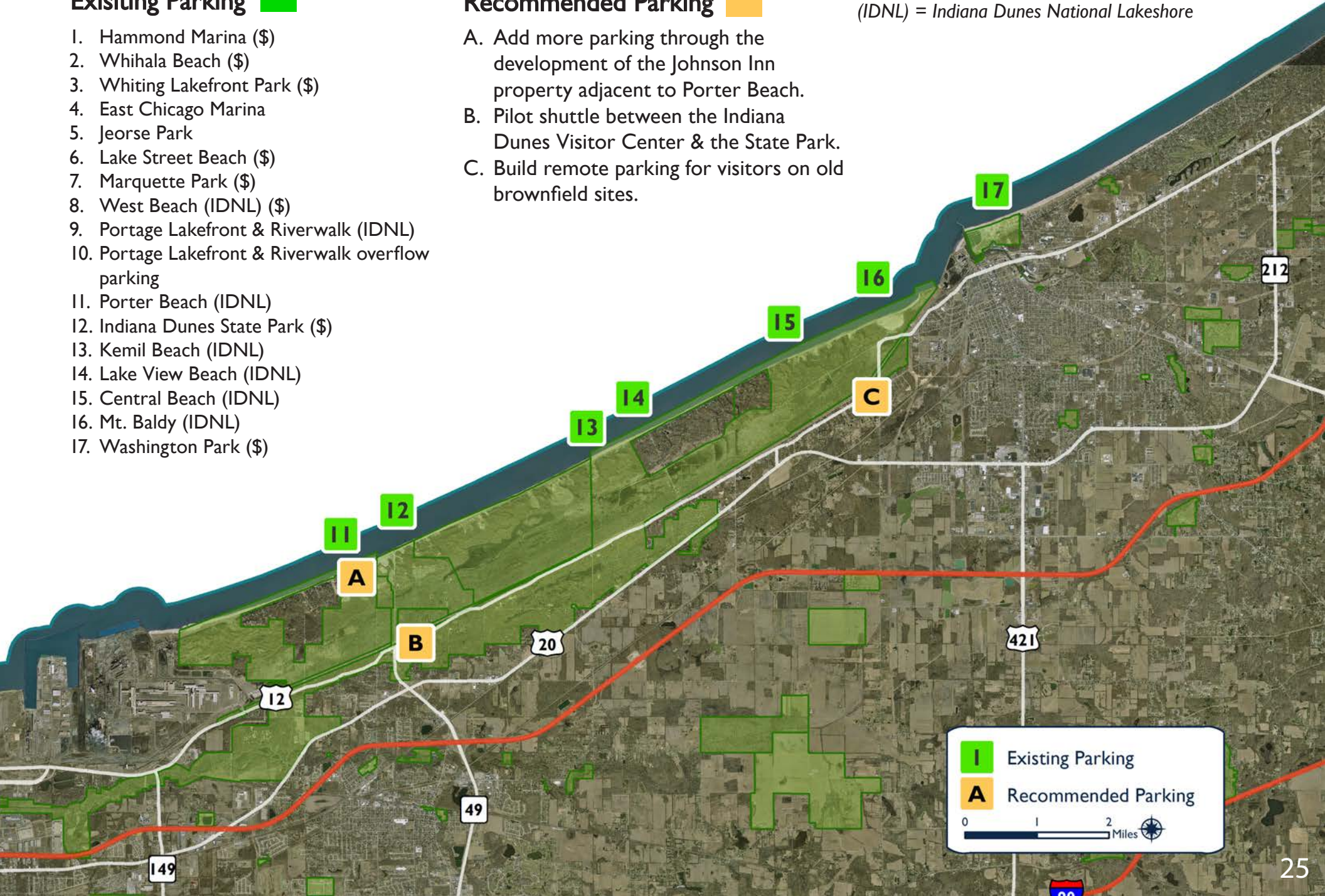
1. Hammond Marina (\$)
2. Whihala Beach (\$)
3. Whiting Lakefront Park (\$)
4. East Chicago Marina
5. Jeorse Park
6. Lake Street Beach (\$)
7. Marquette Park (\$)
8. West Beach (IDNL) (\$)
9. Portage Lakefront & Riverwalk (IDNL)
10. Portage Lakefront & Riverwalk overflow parking
11. Porter Beach (IDNL)
12. Indiana Dunes State Park (\$)
13. Kemil Beach (IDNL)
14. Lake View Beach (IDNL)
15. Central Beach (IDNL)
16. Mt. Baldy (IDNL)
17. Washington Park (\$)

## Recommended Parking ■

- A. Add more parking through the development of the Johnson Inn property adjacent to Porter Beach.
- B. Pilot shuttle between the Indiana Dunes Visitor Center & the State Park.
- C. Build remote parking for visitors on old brownfield sites.

(\$) = Paid Parking

(IDNL) = Indiana Dunes National Lakeshore



I Existing Parking

A Recommended Parking

0 1 2 Miles



## Access by Public Transit

While the communities adjacent to Lake Michigan have on average better transit access than the rest of the region, using buses to access the lake remains difficult. The region is served by a combination of the South Shore Rail Line, fixed route buses, and demand response transit service, however the region's systems are fragmented. Demand response transit have limited service areas and traveling between service areas can be very difficult. Michigan City, East Chicago, and Gary have reliable fixed route service, but the residents of the dense lakeside communities of Hammond and Whiting are left without fixed route options. The South Shore Rail Line offers a way for out-of-region residents to reach the lake, but most stops are a significant walk from the beach and would benefit with bike and shuttle connections. Better coordination, advertisement, and implementing new service in certain areas would significantly improve access.

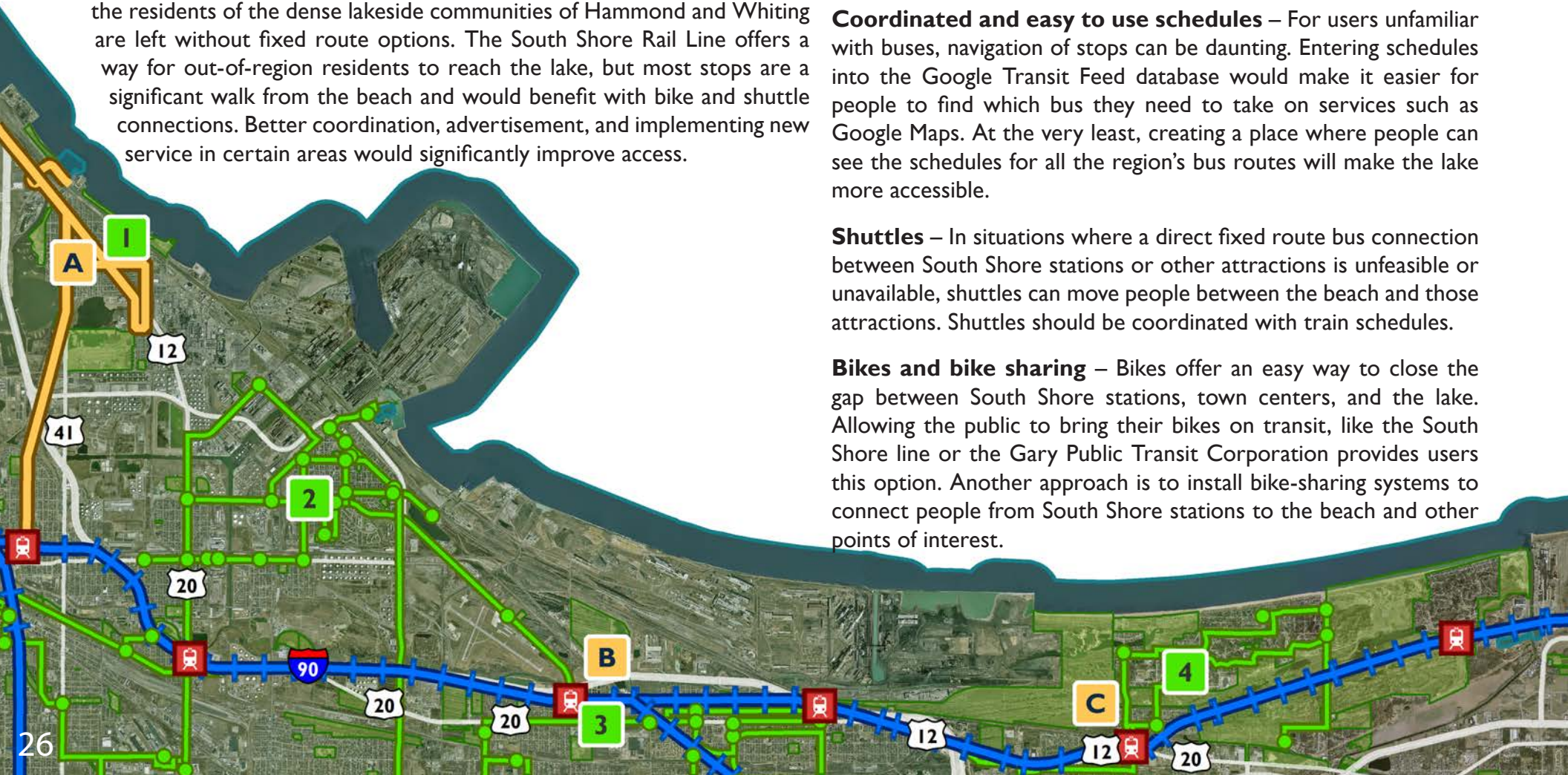


### Best Practices

**Coordinated and easy to use schedules** – For users unfamiliar with buses, navigation of stops can be daunting. Entering schedules into the Google Transit Feed database would make it easier for people to find which bus they need to take on services such as Google Maps. At the very least, creating a place where people can see the schedules for all the region's bus routes will make the lake more accessible.

**Shuttles** – In situations where a direct fixed route bus connection between South Shore stations or other attractions is unfeasible or unavailable, shuttles can move people between the beach and those attractions. Shuttles should be coordinated with train schedules.

**Bikes and bike sharing** – Bikes offer an easy way to close the gap between South Shore stations, town centers, and the lake. Allowing the public to bring their bikes on transit, like the South Shore line or the Gary Public Transit Corporation provides users this option. Another approach is to install bike-sharing systems to connect people from South Shore stations to the beach and other points of interest.





## Existing Transit ■

1. Seasonal Whiting shuttle
2. East Chicago Transit
3. Gary Public Transit Corporation
4. Dune Buggy Shuttle from Miller South Shore station to beach
5. Michigan City Transit

## Recommended Transit ■

- A. Implement local bus service from downtown Hammond through Hammond South Shore station to Hammond Lakefront, downtown Whiting, & the lakefront.
- B. Improve Clark Rd South Shore station.
- C. Improve transit connections between Miller South Shore station & Marquette Park.
- D. Implement shuttle between Dunes Learning Center & State Park.
- E. Explore bike sharing between South Shore station & State Park.



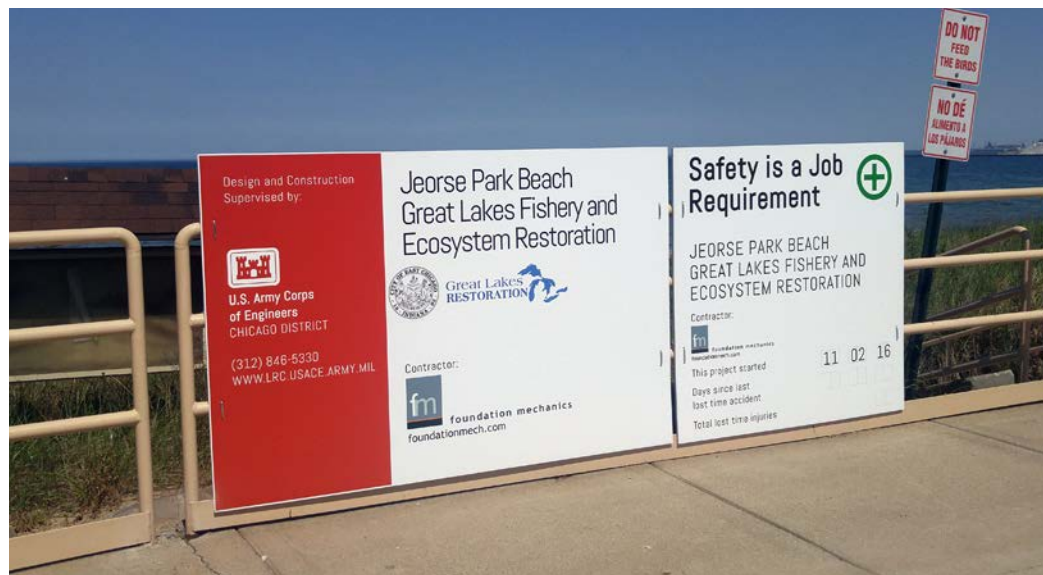
	South Shore Stations
	Bus Stops
	South Shore Line
	Bus Lines Recs
	Existing Transit
	Recommended Transit

0 1 2 Miles



## Planning Coordination

Access to lakefront beaches and amenities is a shared regional interest and requires coordination among all lakefront communities. Many local and regional projects go beyond boundaries and require the sharing of open space, trails, and transit to access the lakefront. The key is to maintain coordinated planning and communication while establishing opportunities to manage shared assets. Communities must continue to be encouraged to adopt regional planning efforts in their comprehensive plans that best align with their vision. Continuing coordination between the Indiana Dunes National Lakeshore and surrounding communities is vital.



Ecosystem restoration in **East Chicago/Gary** being conducted by the Army Corps of Engineers, the Environmental Protection Agency, and East Chicago

### Best Practices

**Maintain communication between communities** – In order to make sure communities and other interests do not duplicate efforts or do not make efforts that contradict others, communities should regularly discuss their lakefront plans. Ideally, a committee would meet to discuss this.

**Planning and maintenance agreements** – In many situations, clarifying which community or entity is responsible would ensure that the lakefront is being managed effectively.

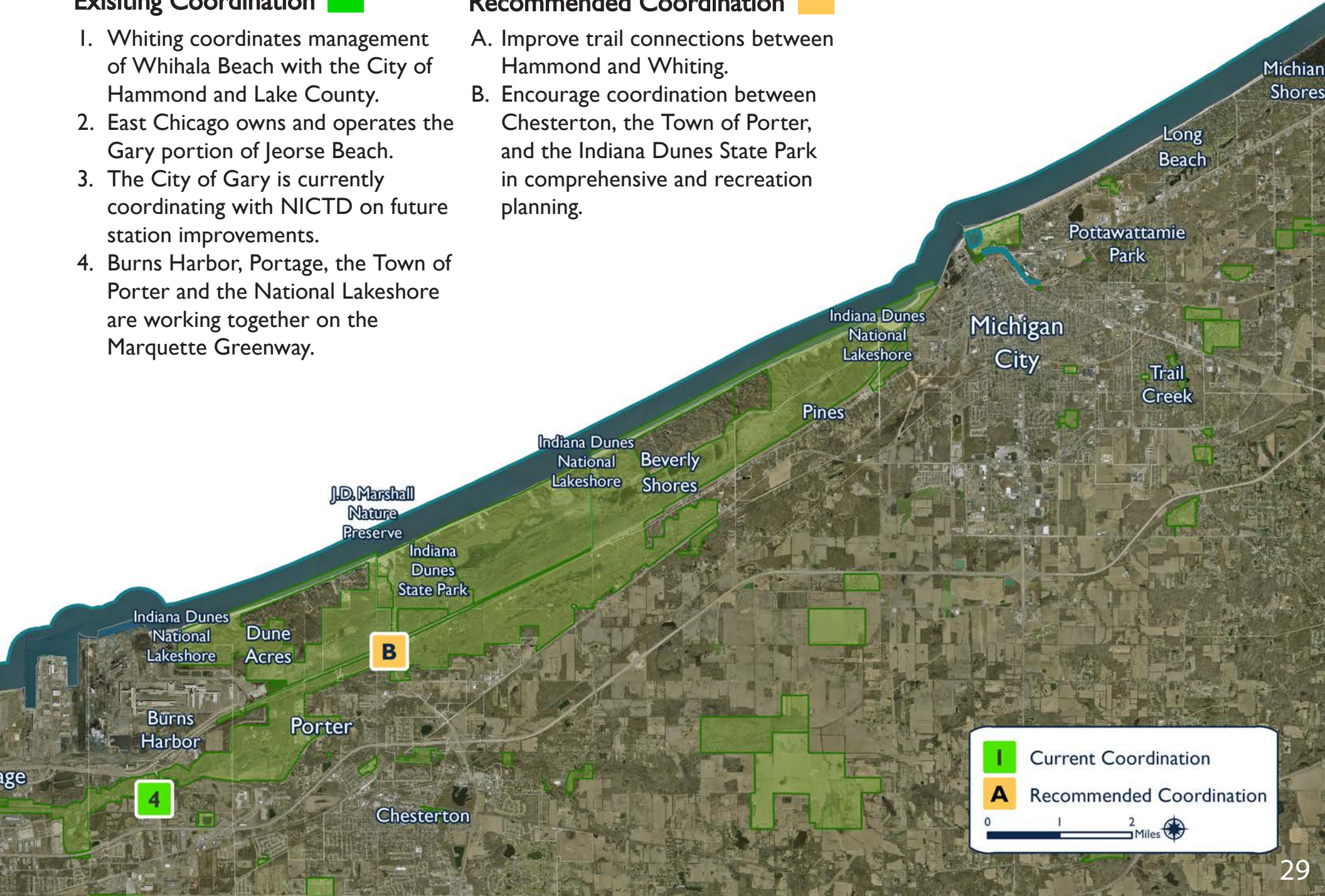


## Existing Coordination ■

1. Whiting coordinates management of Whihala Beach with the City of Hammond and Lake County.
2. East Chicago owns and operates the Gary portion of Jeorse Beach.
3. The City of Gary is currently coordinating with NICTD on future station improvements.
4. Burns Harbor, Portage, the Town of Porter and the National Lakeshore are working together on the Marquette Greenway.

## Recommended Coordination ■

- A. Improve trail connections between Hammond and Whiting.
- B. Encourage coordination between Chesterton, the Town of Porter, and the Indiana Dunes State Park in comprehensive and recreation planning.





## Tourism, Marketing, and Wayfinding Coordination

The Lake Michigan shoreline offers stunning beaches and lakefront amenities but reaching these destinations can be difficult to navigate. Better coordination of wayfinding and signage to direct visitors to the appropriate lakefront amenities, by way of biking, walking, car, and trains, can serve as a guide. The tourism bureaus promote outdoor activities through the annual Visitor's Guide, social media (Facebook, Instagram, and Twitter), website listings, and blogs. The South Shore Line has been successful with its Bikes on Trains program that helps promote access to beaches and other lakefront destinations. Improving wayfinding and signage along US 12 and US 20 for access to the communities, the National Lakeshore, and the State Park is key for visitors to access the lake.



Wayfinding at the **Indiana Dunes State Park**

### Best Practices

**Coordinated marketing** - Marketing coordination exists between the tourism bureaus and communities. When improvements are made, tourism bureaus can highlight those offerings to visitors and residents.

**Dig the Dunes** - is a new complete social media platform marketing the beaches, trails, dunes, shops & restaurants, artists and the people.

**Smartphone applications** – Creating an app that maps the entire bike and water trail system in NW Indiana would make it easier for visitors and residents alike to find the trail they want to use. This would include helpful tips, directions, photos, and details about each trail.

**Directional and informative signs** – By providing directions and information needed to help those not familiar with the area, visitors will be more likely to see more of the lakefront.





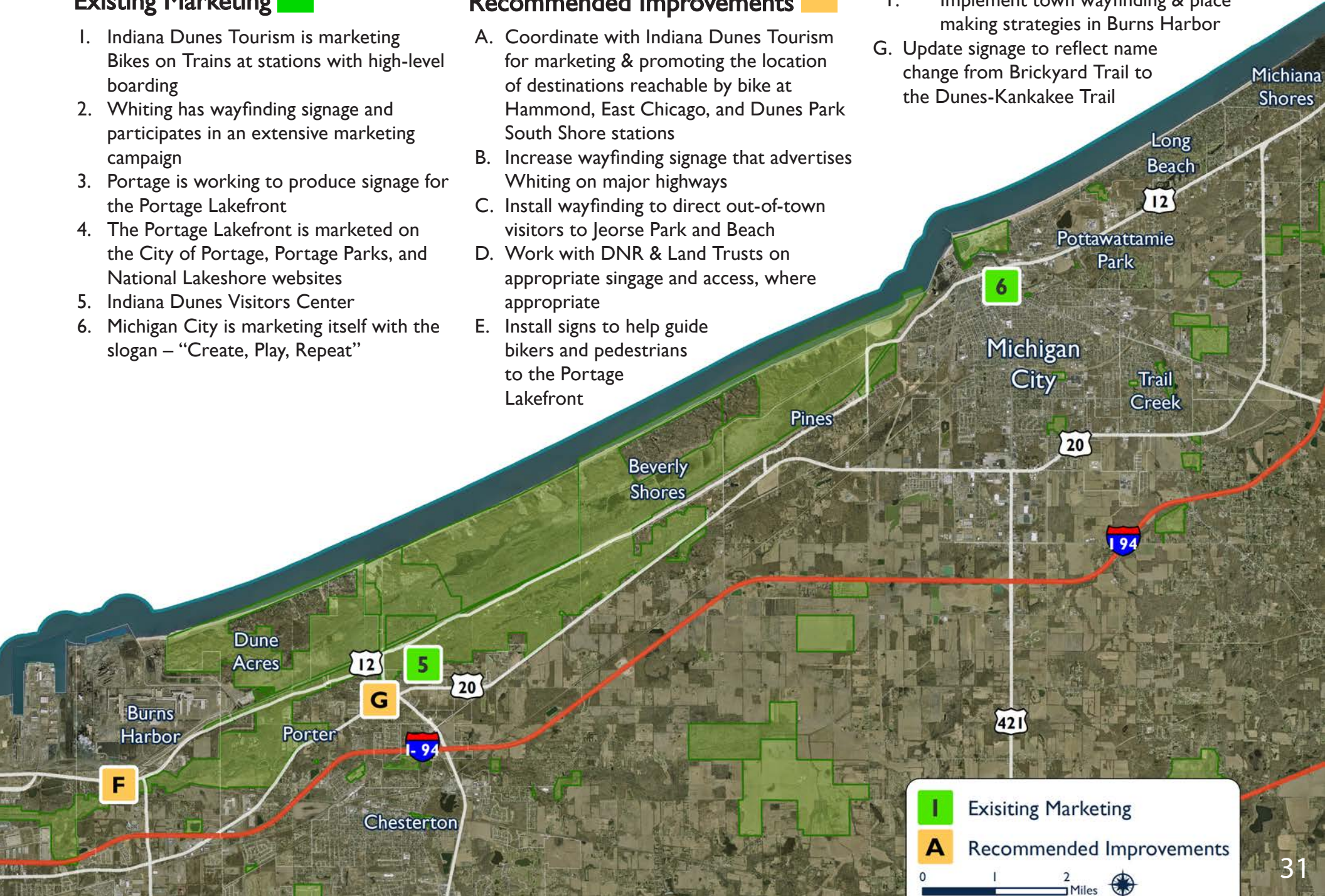
## Existing Marketing ■

1. Indiana Dunes Tourism is marketing Bikes on Trains at stations with high-level boarding
2. Whiting has wayfinding signage and participates in an extensive marketing campaign
3. Portage is working to produce signage for the Portage Lakefront
4. The Portage Lakefront is marketed on the City of Portage, Portage Parks, and National Lakeshore websites
5. Indiana Dunes Visitors Center
6. Michigan City is marketing itself with the slogan – “Create, Play, Repeat”

## Recommended Improvements ■

- A. Coordinate with Indiana Dunes Tourism for marketing & promoting the location of destinations reachable by bike at Hammond, East Chicago, and Dunes Park South Shore stations
- B. Increase wayfinding signage that advertises Whiting on major highways
- C. Install wayfinding to direct out-of-town visitors to Jeorse Park and Beach
- D. Work with DNR & Land Trusts on appropriate signage and access, where appropriate
- E. Install signs to help guide bikers and pedestrians to the Portage Lakefront

- F. Implement town wayfinding & place making strategies in Burns Harbor
- G. Update signage to reflect name change from Brickyard Trail to the Dunes-Kankakee Trail



**I** Existing Marketing

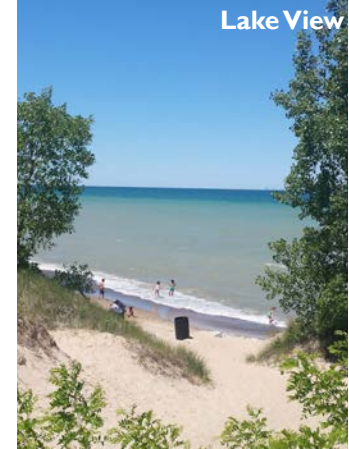
**A** Recommended Improvements

0 1 2 Miles





Hammond



Lake View



East Chicago



Beverly Shores

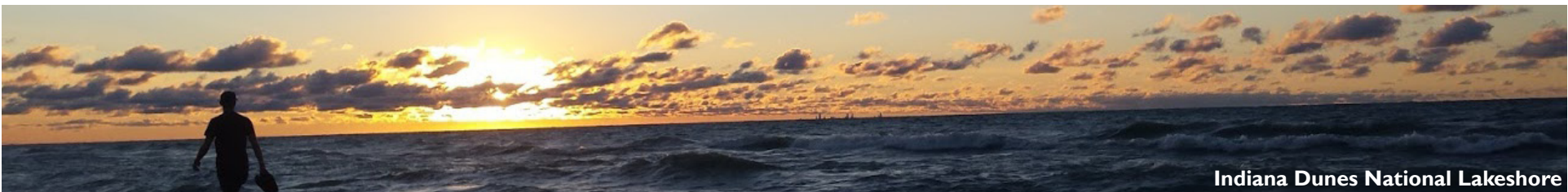


Portage



Whiting

Northwest Indiana values intermodal proximity-based access to the lake. This value transcends every deciding factor for the regional population. In spite of income, race, gender, or where an individual lives, nearly everyone wanted to **travel as little as possible** to get to the lake as **often as they can**.



Indiana Dunes National Lakeshore

# Community Approach

The survey highlighted the importance to provide and promote access in the communities where people live. Lake County residents are interested in creating more opportunities for access, Porter County residents wish to maintain their shoreline, and LaPorte County residents want to build on their existing assets. Each community section contains a list of recommendations that were informed by an analysis of current conditions and discussions with these communities.

When possible, this section also highlights possible property acquisitions that would open up more of the lakefront to public access. While these acquisitions would move the needle closer to creating a lakefront that is 75% open, they would also be expensive and in many cases subject to long environmental remediation processes. It is up to the region and individual communities to find the balance between pursuing these properties and making other improvements that would make the existing public lakefront easier to access by more people.

# Hammond

## Overview

Hammond hopes to increase and enhance its multi-modal connectivity by expanding trails and improving road connections to the area's lakefront assets. Additionally, the city would like to improve the universal accessibility of its lakefront by providing ADA infrastructure and a shuttle connection to the South Shore station.

Fishing pier at Hammond Marina



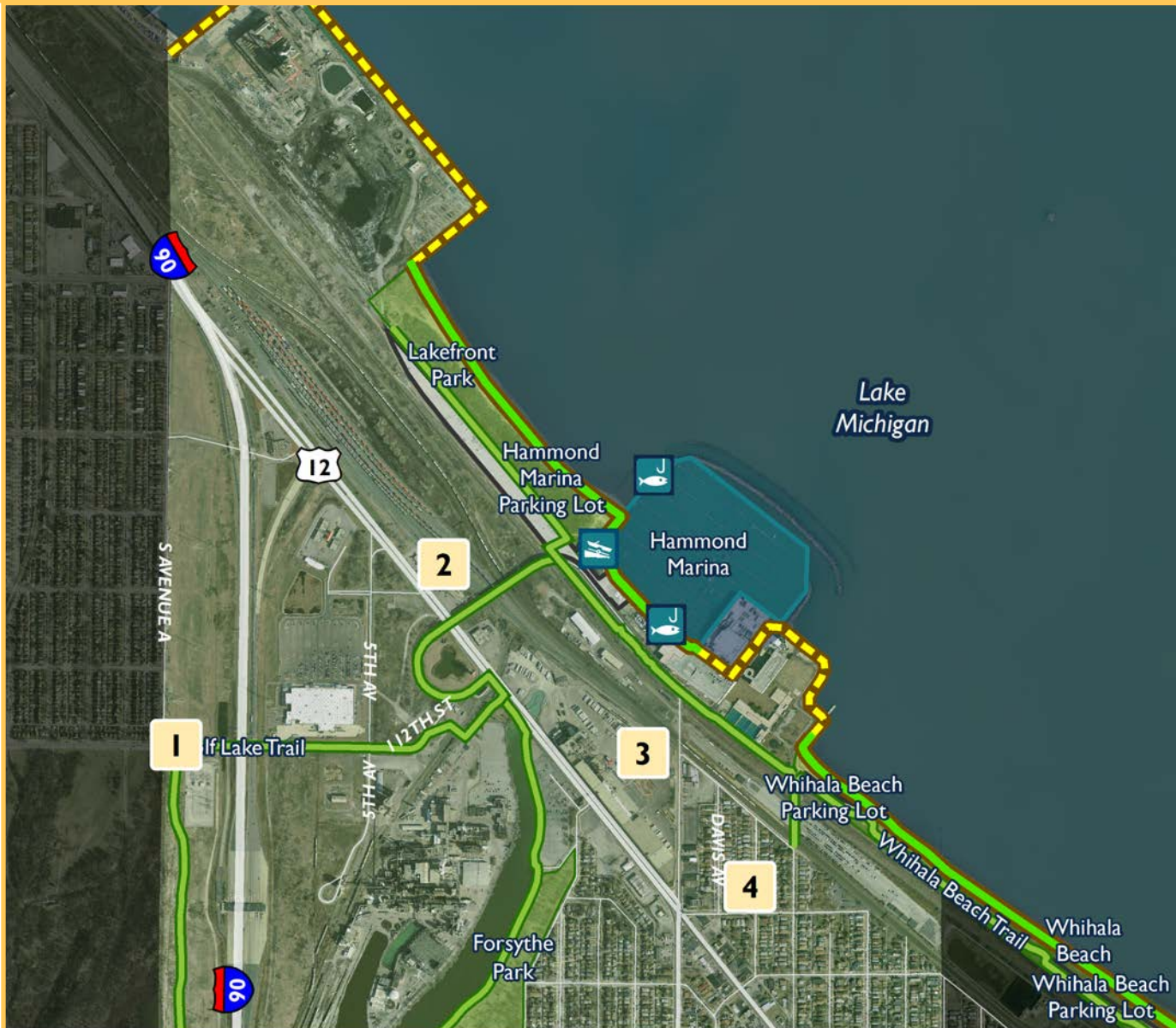
## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» Accessible parking for people with disabilities is available near beach entrances.	» The city is interested in developing accessibility features in the west end of the bird sanctuary.
<b>Bike and Pedestrian Access</b>	» Hammond has a robust trail system connecting the community to Lake Michigan and assets like the Wolf Lake Pavilion. » There is a trail connection at 112th Street and State Line Avenue (Avenue A).	» Connect the Marquette Greenway to the Illinois state line. » Connect Calumet Avenue to Casino Center Drive and the adjacent path in Hammond by a safe pedestrian crossing.
<b>Boat/Paddle Access</b>	» The Hammond Marina serves both out-of-town boaters and locals. » Paddlers can launch kayaks and canoes at Wolf Lake, as well as use the Lake Michigan Water Trails along the southern shore of Lake Michigan.	
<b>Fishing Access</b>	» People can fish at Lake Michigan, George Lake, and Wolf Lake.	» Continue the maintenance and improvement of facilities.
<b>Parking Access</b>	» There is ample parking along the lakefront and near Wolf Lake.	» Continue the maintenance and improvement of facilities.
<b>Planning Coordination</b>	» Whiting, Hammond's neighbor, operates Whihala beach.	» Improve the trail connections to Whiting's parks and trail system.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Indiana Dunes Tourism is marketing Bikes on Trains, which allows people to bring their bikes on stations with high-level boarding, including the Hammond station. This will provide development of bike guidance from the train to destinations of interest.	» Coordinate with Indiana Dunes Tourism for marketing and promoting the location of destinations in Hammond accessible by bike.
<b>Transit Access</b>	» North Hammond is currently only served by North Township dial-a-ride service.	» Hammond does not have any fixed route bus system. Service that connects to the South Shore station would be especially helpful.



# Current Conditions

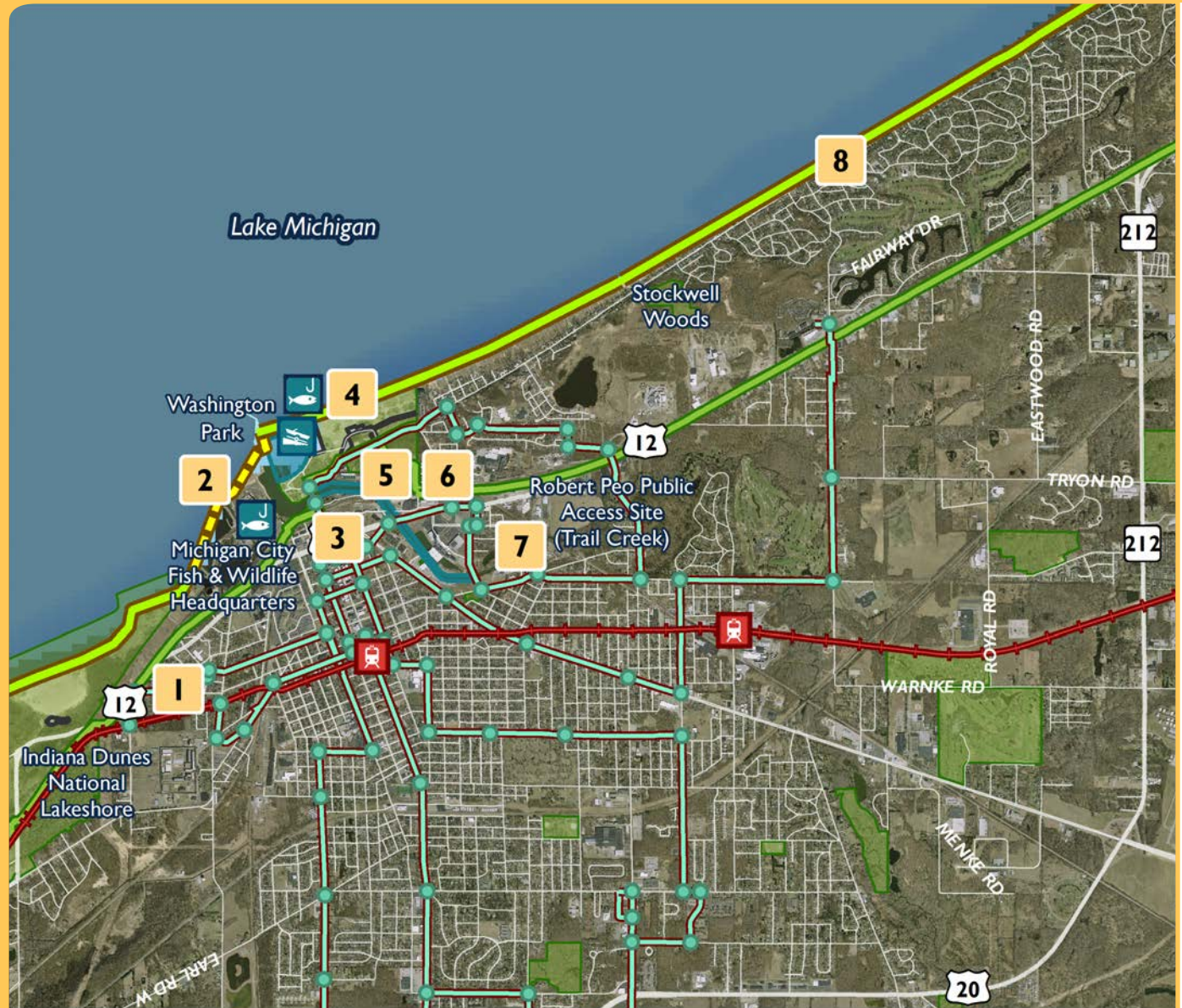
1. Bi-state “Golden Spoke” trail connection.
2. Pedestrians and bicyclists can use a protected sidewalk on the overpass to cross the railroad tracks.
3. Calumet Avenue is fenced off from the casino, and cannot be used to access the lake by foot or bike.
4. Lake Avenue becomes a path at the railroad tracks to facilitate non-motorized travel to Whihala Beach, Hammond Lakefront, and Marina.





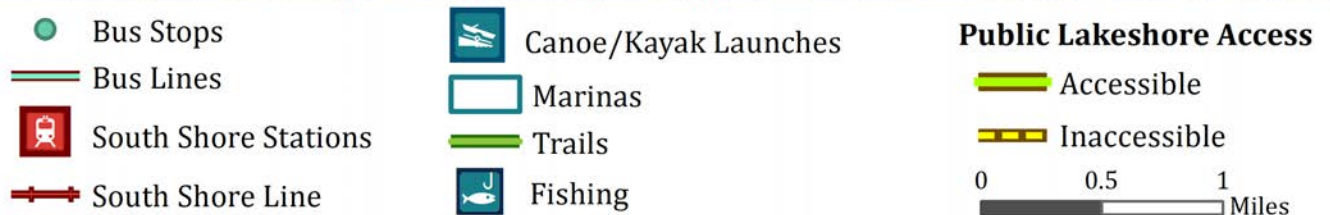
## Recommendations

- A. Complete the Marquette Greenway connection to the state line that is funded for construction in 2018.
- B. Build a trail around the old State Line Energy site.
- C. Implement needed accessibility features for people with disabilities within Lakefront Park.
- D. Connect Calumet Avenue to Casino Center Drive and the adjacent path by a safe pedestrian crossing.
- E. Test and evaluate bus transit following the proposed GPTC Lakeshore North route, linking the South Shore station, downtown Hammond, and downtown Whiting to the beach.



### Explored Opportunities

a. Segment A





# COMMUNITY APPROACH - HAMMOND

## Explored Opportunities

### Segment A

Mileage 0.89 (+1.67%)

Property Size 77.76 Acres

Hammond is currently working with the property owner to develop a trail on the south side of the State Line Energy property. The trail will act as a crucial bi-state connection. Additionally, the city and the property owner are exploring building a trail on the waterfront which would run around the rest of the property. This trail would open almost a mile of Lake Michigan coastline to the public and provide a place for anglers to fish. The entire parcel cannot be turned into open space because the functioning transformer/transmission equipment facilities are essential to electric grid and would be too difficult to remove.



▲ Beach signage



▲ Marquette Trail



◀ Amenities for dog owners



Bike parking



# Whiting

## Overview

Whiting prioritizes improving Whiting Park and increasing the park’s transportation connections with neighboring communities and regional green infrastructure assets, as well as expanding the city’s commercial district. Additionally, the city hopes to encourage tourism by adding and enhancing recreational attractions.

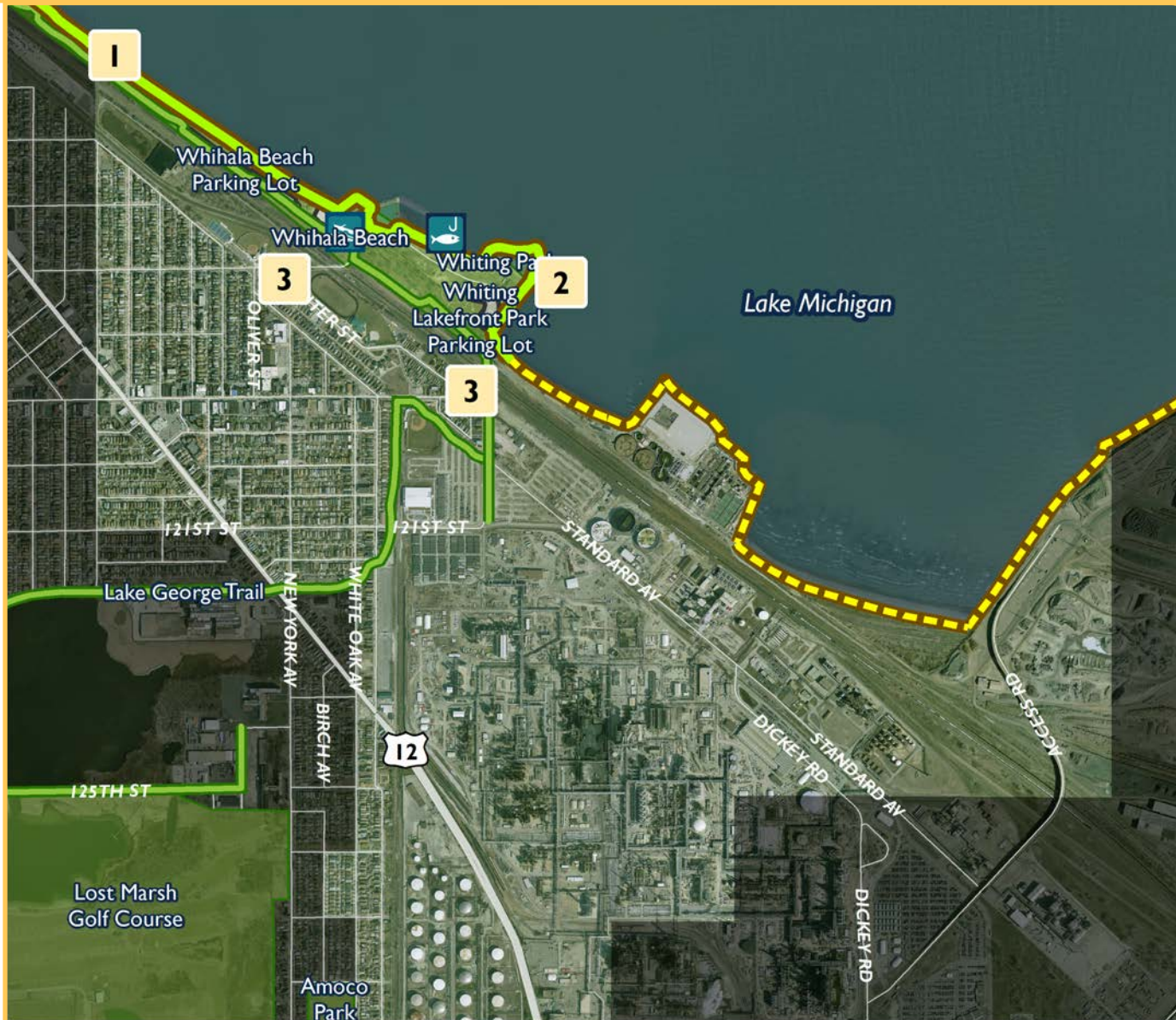
Entrance sign at Whiting Lakefront Park



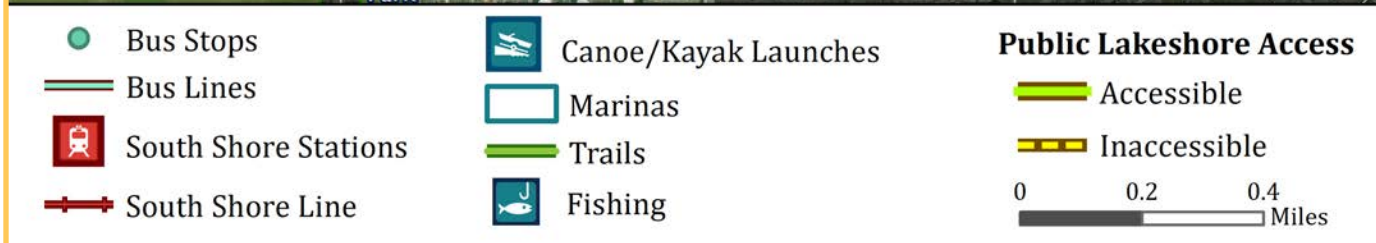
## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» Whiting Lakefront Park is largely accessible to people with disabilities, with wide sidewalks, tactile paving, and a movable beach path connected to a ramp.	» Continue to implement ADA accessibility features as part of infrastructure improvements.
<b>Bike and Pedestrian Access</b>	» Whiting’s portion of the Marquette Trail is completed. » The rail crossings at Front and 117th Street have pathways that are ADA accessible and clearly separated.	» The city should maintain the improvements at railroad crossings they have installed. While the crossings at 117th and Front are subject to long trains and delays, a flyover bridge is both costly and impossible because of the high tension wires on the north side of the crossing.
<b>Boat/Paddle Access</b>	» Whiting currently has a boat launch.	» Continue the maintenance and improvement of facilities.
<b>Fishing Access</b>	» Anglers can fish off the shore and pier.	» Continue the maintenance and improvement of facilities.
<b>Parking Access</b>	» Ample parking around the beach.	» Continue the maintenance and improvement of facilities.
<b>Planning Coordination</b>	» The city currently coordinates with Hammond and Lake County over the management of Whihala Beach.	» Continue coordination with the City of Hammond and Lake County.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Whiting has wayfinding signage along US 12/20 and all local streets. » An extensive marketing plan is implemented each year and numerous events are scheduled at Whiting Lakefront Park. » The City’s Special Events Department works closely with the SSCVB and all dozens of local agencies each year to promote the assets.	» Complete the major project underway to increase the wayfinding signage on the major highways – I-65, the Indiana Toll Road, Chicago Skyway, and US 41. This project hopes to utilize state approved public attraction signage as well as paid billboard advertising.
<b>Transit Access</b>	» The City of Whiting and the Whiting-Robertsdale Chamber of Commerce fund a local fixed route “seasonal” shuttle which transports people to most recreational assets and commercial venues in the area.	» Test and evaluate bus transit following the proposed GPTC Lakeshore North route, linking the South Shore Station, downtown Hammond, and downtown Whiting to the beach.

# Current Conditions



1. Whihala Beach allows fishing for those with an Indiana fishing license.
2. Whiting Lakefront Park has a fishing pier for those with proper Indiana fishing licenses.
3. While Whiting is cut off from the lake by multiple train tracks which often block the entrances for cars and pedestrians, both 117th and Front Street have safe, separated sidewalks leading across the tracks to and from the Whiting Lakefront Park.



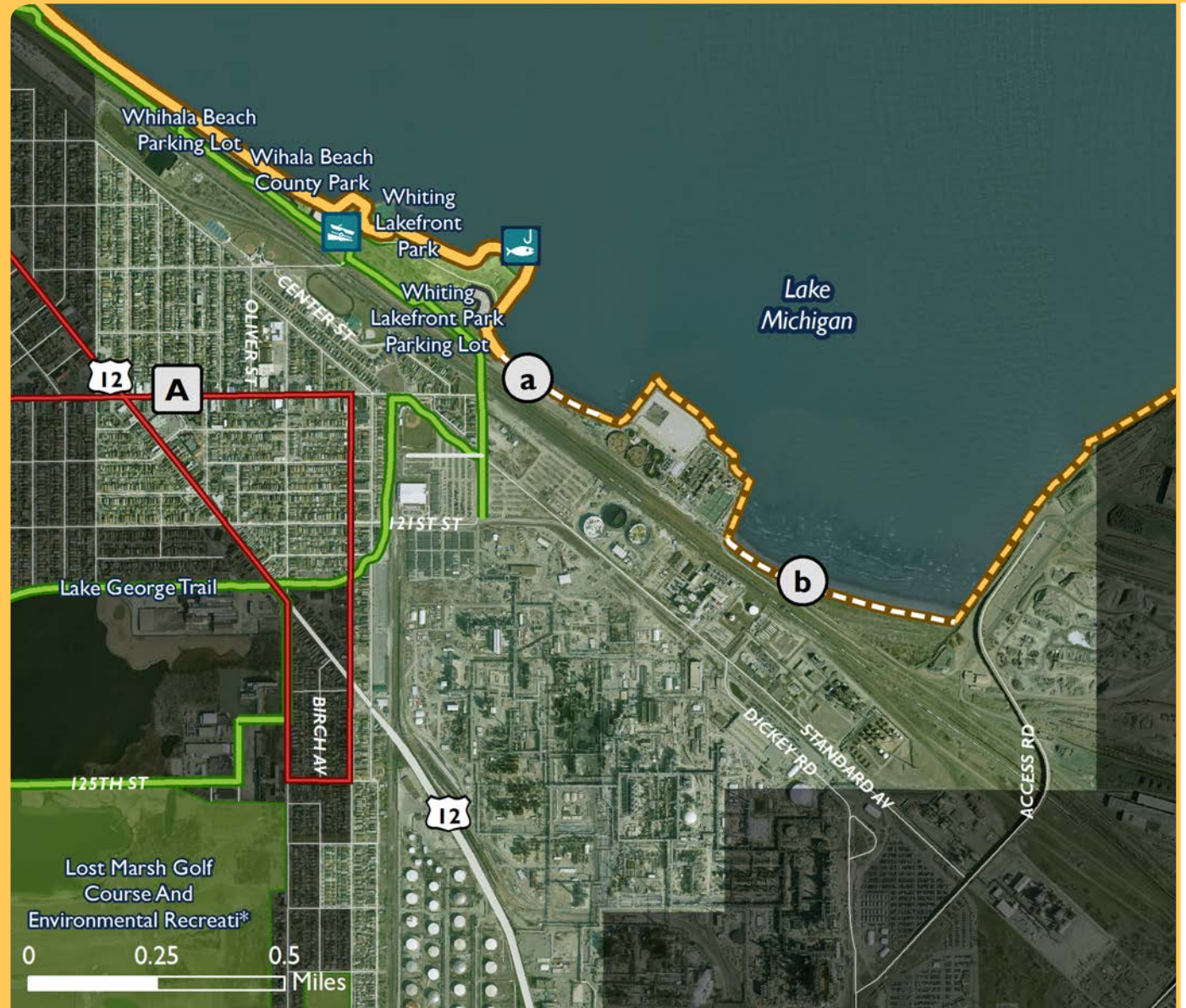


## Recommendations

- A. Test and evaluate bus transit following the proposed GPTC Lakeshore North route, linking the South Shore Station, downtown Hammond, and downtown Whiting to the beach.

### Explored Opportunities

- a. Segment B
- b. Segment C







▲ Paid Parking at Whihala Beach

Signage at Whiting Lakefront Park ▼



▲ Protected pedestrian railroad crossings outside Whiting Lakefront Park

### Explored Opportunities

#### Segment B

Mileage 0.29 (+0.54%)

Property Size 6.04 Acres

#### Segment C

Mileage 0.48 (+0.91%)

Property Size 101.35 Acres

While segments B and C would add 0.77 miles of accessible shoreline to the lakefront, both of these segments operate as critical homeland security assets and would possibly be subject to extensive remediation. However, the City of Whiting recently acquired a portion of the beach directly adjacent to Whiting Lakefront Park and the parking lot behind the beach.

Whiting Fishing Pier



Movable beach mat for universal accessibility at Whihala Beach



# EastChicago

## Overview

Plans in the city encourage improving environmental health, increasing recreational amenities, remediating brownfield sites, enhancing green infrastructure, and supporting mixed use development. Additionally, the city hopes to improve pedestrian access to the lake.

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» Jeorse Park includes accessibility features, including an ADA compliant playground.	» Continue the maintenance and improvement of facilities.
<b>Bike and Pedestrian Access</b>	» The city is well served by sidewalks.	» Completing a planned pedestrian bridge over Cline Avenue that connects Jeorse Park and Broadway. Accessing the lake with a bike or on foot is currently very difficult and requires walking or biking over a limited access ramp without sidewalks. » The Marquette Trail is planned to be built south of the Grand Calumet River, but is currently awaiting funding.
<b>Boat/Paddle Access</b>	» Boaters can launch from the marina. Current renovations to Jeorse Park include moving boat slips for canoes and kayaks.	» Build paddling-supportive infrastructure along the southern portion of the Indiana Harbor Canal and the Grand Calumet River, connecting to Lake Michigan.
<b>Fishing Access</b>	» People can fish off the breakwater and the marina, and will be able to fish off the dock that will be built in the upcoming development.	» Continue the maintenance and improvement of facilities.
<b>Parking Access</b>	» There is a large parking lot at Jeorse Park and Beach.	» Continue the maintenance and improvement of facilities.
<b>Planning Coordination</b>	» ArcelorMittal has deeded over the portion of Jeorse Beach that sits in the City of Gary to East Chicago, so they can manage it. The City is currently coordinating with the Army Corps of Engineers and the EPA to restore dune and swale habitat on the east portion of Jeorse Beach and explore modifying the breakwater, which impacts water quality at the beach.	» Continue coordination with the EPA, the Army Corps of Engineers, and the City of Gary.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Signage is being improved at Jeorse Park and Beach.	» Install wayfinding to direct out of town visitors to Jeorse Park and Beach.
<b>Transit Access</b>	» People in East Chicago can easily access the beach using public transit, and the majority live within an easy bus ride to the beach. » East Chicago buses have bike racks.	» Continue the maintenance and improvement of facilities.

# Current Conditions

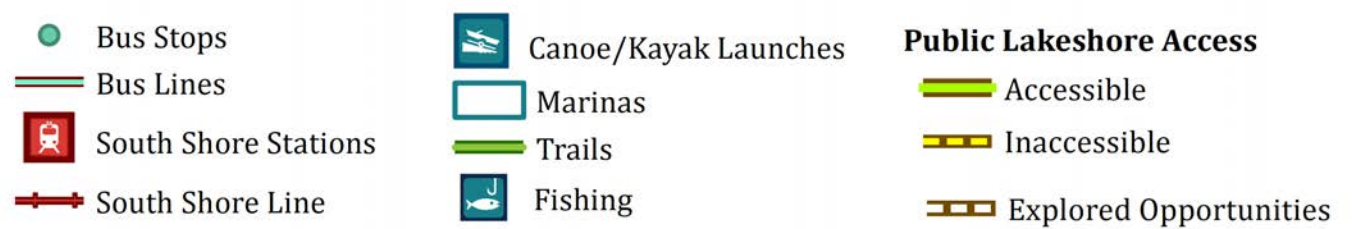
1. Pedestrians and bicyclists can only access the lake using the overpass over the railroad tracks and Cline Avenue. Users must share lanes with cars.
2. Fishers can use the breakwater.
3. East Chicago Transit (Route West Calumet) operates to the marina and casino irregularly.





## Recommendations

- A. Finish construction of the Cline Avenue Bridge and open the rest of Cline Avenue to drivers.
- B. Implement planned bike trails and bike lanes in the Harbor neighborhood.
- C. Complete improvements at the Harbor Walk, including boat slips for paddling and fishing dock.
- D. Build planned pedestrian bridge over Cline Avenue, connecting the beach and Broadway.





# COMMUNITY APPROACH - EAST CHICAGO

Fishing pier at Jeorse Park and Beach



▼ Bus stop at Jeorse Park and Beach



ADA Accessible playground at Jeorse Park and Beach



Public beach facilities and shelter at Jeorse Park and Beach



Ecosystem Restoration in East Chicago/Gary being conducted by the Army Corps of Engineers, the Environmental Protection Agency, and East Chicago.



# Gary West

## Overview

The development of the Gary West lakefront district is focused on promoting logistics, warehousing and distribution, multi-modal shipping, and renewable energy production. There is, however, much interest in promoting public access and recreational development in synergy with Gary West’s existing land uses and the area’s distinct ecological assets.



Site of ecosystem restoration in west Gary

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» No accessibility features are present in the area.	» Complete Gary Green Link with wide paths and tactile paving.
<b>Bike and Pedestrian Access</b>	» There are no sidewalks or trails currently.	» Improve connectivity between nature preserves and other area assets by completing this portion of the Marquette Greenway. » Build multi-use trail adjacent to Airport Road.
<b>Boat/Paddle Access</b>	» Currently there are no boat launches.	» If Buffington Harbor is redeveloped, provide boat launches, if feasible.
<b>Fishing Access</b>	» Breakwater is only accessible from Majestic Star Casino. No other fishing access points exist.	» Consider regulatory agencies to make public access part of permit or other access conditions.
<b>Parking Access</b>	» There is limited public parking next to the nature preserves, but none by the lake.	» Provide public parking, either adjacent to the nature preserves or the lake, to create opportunities for people to enjoy those assets
<b>Planning Coordination</b>	» Unknown	» Coordinate with the Army Corps of Engineers, the EPA, and the City of East Chicago to restore dune and swale habitat on the east portion of Jeorse Beach.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» None	» City should work with DNR and Land Trusts on appropriate signage and access to natural areas in Gary.
<b>Transit Access</b>	» The Gary Public Transit Corporation stops at the Majestic Star Casino and the Gary-Chicago Airport.	» Improve Clark Road South Shore station.

# Current Conditions



1. The portion of Jeorse Beach that sits in the city limits of Gary is managed by East Chicago.
2. GPTC Bus 12 runs every hour to Majestic Star Casino from downtown Gary, East Chicago, and South Hammond.
3. Clark Road is currently under-built and cannot handle a growth in auto traffic. Additionally, the road is too narrow to be used safely by pedestrians and bikers.



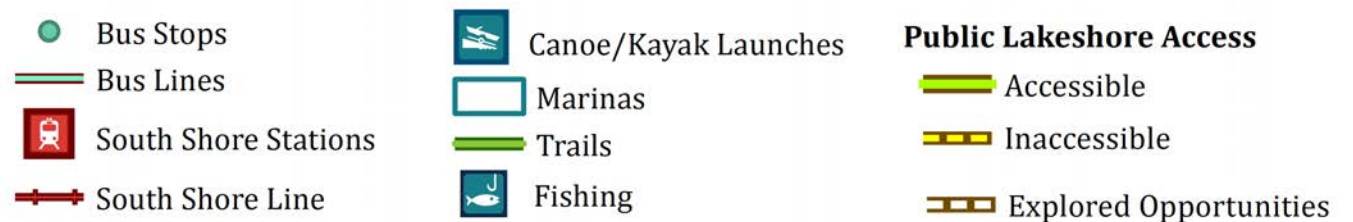


## Recommendations

- A. Negotiate with Majestic Star Casino to open breakwater to fishing.
- B. Investigate alternatives to Clark Road.

### Explored Opportunities

- a. Segment D
- b. Segment E







Majestic Casino breakwater ▲

▼ GPTC bus at Majestic Casino



## Explored Opportunities

### Segment D

Mileage 0.62 (+1.18%)

Property Size 88.3 Acres

The Majestic Star Casino owns the lakefront just west of the casino building. It is currently not possible to visit the beach, but it is a good candidate for public access. Also, the casino fronts the Buffington Harbor breakwater, which should be officially open for public access and fishing. A 2009 Barrier Assessment Report study of the area suggested moving the adjacent rail and utility lines, and estimates this would cost at least \$130 million.

### Segment E

Mileage 0.41 (+0.78%)

Property Size 129.01 Acres

NIPSCO is in the process of decommissioning the Mitchell Generating Station site and decommissioning is expected to be completed in 2018. The site is surrounded by industrial land uses and has a \$3.275 million Industrial Recovery Tax Credit approved for redevelopment. NIPSCO has been in preliminary discussions with stakeholders regarding future uses for the property which could include redevelopment, job creation, and investment in the City of Gary. There are no plans to include public access in the redevelopment, but possible future industrial uses could include amenities such as a dedicated space for anglers.



Beach adjacent to Majestic Casino ▲



# Gary East

## Overview

The City of Gary supports improving access to east lakefront by encouraging transit oriented development, improving transit, pedestrian, bike, and road connections, implementing green infrastructure and sustainable development guidelines, and promoting current historic and cultural sites. The Miller neighborhood is currently implementing a variety of lakefront access infrastructure with strong neighborhood organizing around further improvements. A current TIF (Tax Increment Financing) district would provide funding to implement many of these recommendations.

Signage at entrance of Marquette Park



## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» Marquette Park contains an ADA accessible kayak launch and tactile paving.	» Implement the Barrier-Free Beach plan.
<b>Bike and Pedestrian Access</b>	» The Miller neighborhood has sidewalks along major streets. Additionally, Miller Neighborhood Spotlight is installing 5 bike share stations within the neighborhood. » There are bike lanes on Oak Avenue and Marquette Drive.	» Improve connectivity between Nature Preserves and other area assets by completing this portion of the Marquette Greenway.
<b>Boat/Paddle Access</b>	» There are kayak launches at Marquette Park and at Lake Street.	» Continue the maintenance and improvement of facilities.
<b>Fishing Access</b>	» Anglers can fish off the bridge in the Marquette Lagoon.	» There is interest in building a fishing pier in this area, but this may be infeasible due to sand movement on the beach.
<b>Parking Access</b>	» Marquette Park has ample paid parking.	» Continue the maintenance and improvement of facilities.
<b>Planning Coordination</b>	» The city is currently coordinating with the South Shore Line on future station improvements.	» Maintain good relationships and contact with planning partners.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Miller has clear signs guiding visitors to the different attractions and the bike lanes are branded “Gary Green Link”.	» Continue to promote the area’s amenities.
<b>Transit Access</b>	» The National Lakeshore and Marquette Park is accessible by bus, which connects to the South Shore Line. » Zagster bike share connects South Shore station to nearby amenities and the beach side parks. » GPTC buses include bike racks.	» Continue the maintenance and improvement of facilities.

# Current Conditions

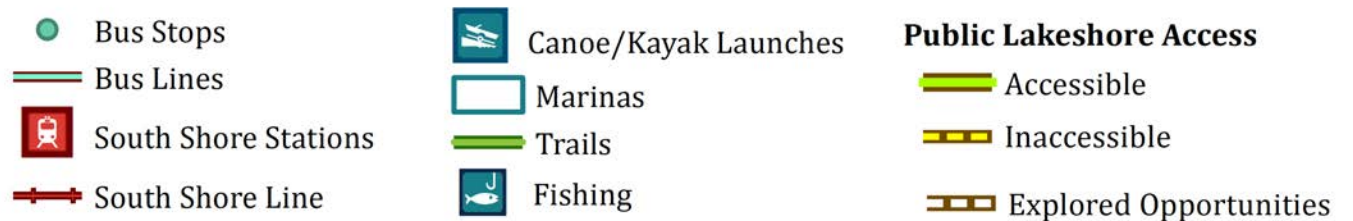


1. Zagster bike share connects the South Shore station with Marquette Park.
2. A GPTC bus (Route 13) runs every hour past the entrance to Marquette Park.
3. Paddlers with disabilities can use the ADA canoe and kayak launch on the Calumet Lagoon in Marquette Park.
4. The Dune Buggy shuttle service brings people from the South Shore station to the Douglas Center, Lake Street Beach, and Marquette Park.
5. Bike lanes begin on Grand Avenue north of Forest Avenue and run throughout Marquette Park. Zagster bike share connects the South Shore station with Marquette Park.



## Recommendations

- A. Finish Marquette Greenway.
- B. Build TOD next to Miller South Shore station.





Wayfinding signage at Marquette Park ▼



▲ Bike lane in Marquette Park

Beach facilities at Lake Street Beach



▲ Zagster bike share at Marquette Park



Ramp at Marquette Park

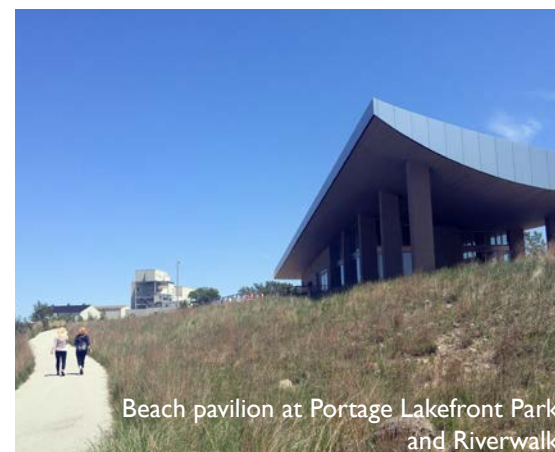


# Portage and Ogden Dunes

## Overview

Portage hopes to build upon the investments it has made in the last fifteen years. The implementation of the Portage Northside Master Plan, and its crown jewel, the Portage Lakefront and Riverwalk, has added significant access to Lake Michigan. In the future, the city hopes to build on this success by implementing a transit system and improving its trails, particularly those that access the lake.

Ogden Dunes boasts full access to the National Lakeshore’s beaches, but lacks amenities for non-resident park visitors.



Beach pavilion at Portage Lakefront Park and Riverwalk

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» The Portage Lakefront has wide and flat paths connecting its parking lots with the visitor’s center and the lakefront. Continue the maintenance and improvement of facilities.	» Continue the maintenance and improvement of facilities.
<b>Bike and Pedestrian Access</b>	» New trail improvements near Ameriplex Drive. US Army Corps of Engineers project on the Burns Ditch has created a gentler sloping bank and made pedestrian access easier.	» Link the South Shore station and the Portage Lakefront and Riverwalk with a well maintained multi-use sidewalk. » Build the Marquette Greenway and connect to lakefront trails.
<b>Boat/Paddle Access</b>	» Boats can be launched at the Portage Marina. » Canoes and kayaks can be launched from the southern portion of the Portage Lakefront and Riverwalk.	» Continue the maintenance and improvement of facilities.
<b>Fishing Access</b>	» Fisherman can fish off the pier on the Portage Lakefront and Riverwalk as well at the Port of Indiana.	» Continue the maintenance and improvement of facilities.
<b>Parking Access</b>	» Parking is available at the Portage Lakefront and Riverwalk. » Overflow parking is available at the new southern portion of the Portage Lakefront and Riverwalk.	» Continue the maintenance and improvement of facilities.
<b>Planning Coordination</b>	» Unknown	» Maintain good relationships and contact with planning partners.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Portage is producing signage for the Portage Lakefront. » The Portage Lakefront is marketed on the City of Portage, Portage Parks, and the National Lakeshore Websites.	» Signage could help guide bikers and pedestrians to the Portage and Ogden Dunes lakefront.
<b>Transit Access</b>	» The South Shore Line is a mile walk to the beach in Ogden Dunes.	» Explore options to connect the South Shore station to the Portage Lakefront and Riverwalk.

# Current Conditions



1. Anglers can use the pier at the Portage Lakefront and Riverwalk.
2. Portage provides overflow parking at a new southern portion of the Portage Lakefront and Riverwalk.
3. The Portage Lakefront has wide and flat paths connecting its parking lots with the visitor's center and the lakefront. There is also ramp access to the Riverwalk.
4. US Army Corps of Engineers project on the Burns Ditch has created a gentler sloping bank and made pedestrian access easier.
5. Trail improvements along Ameriplex Drive will connect to the Marquette Greenway.
6. It is possible to fish from a designated spot of the Port of Indiana.

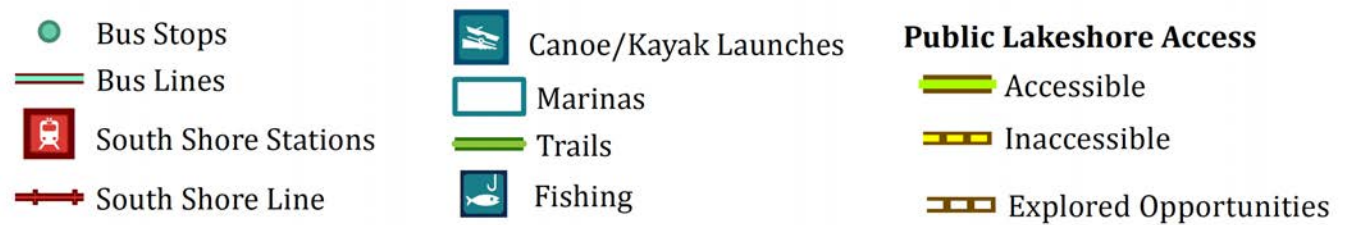
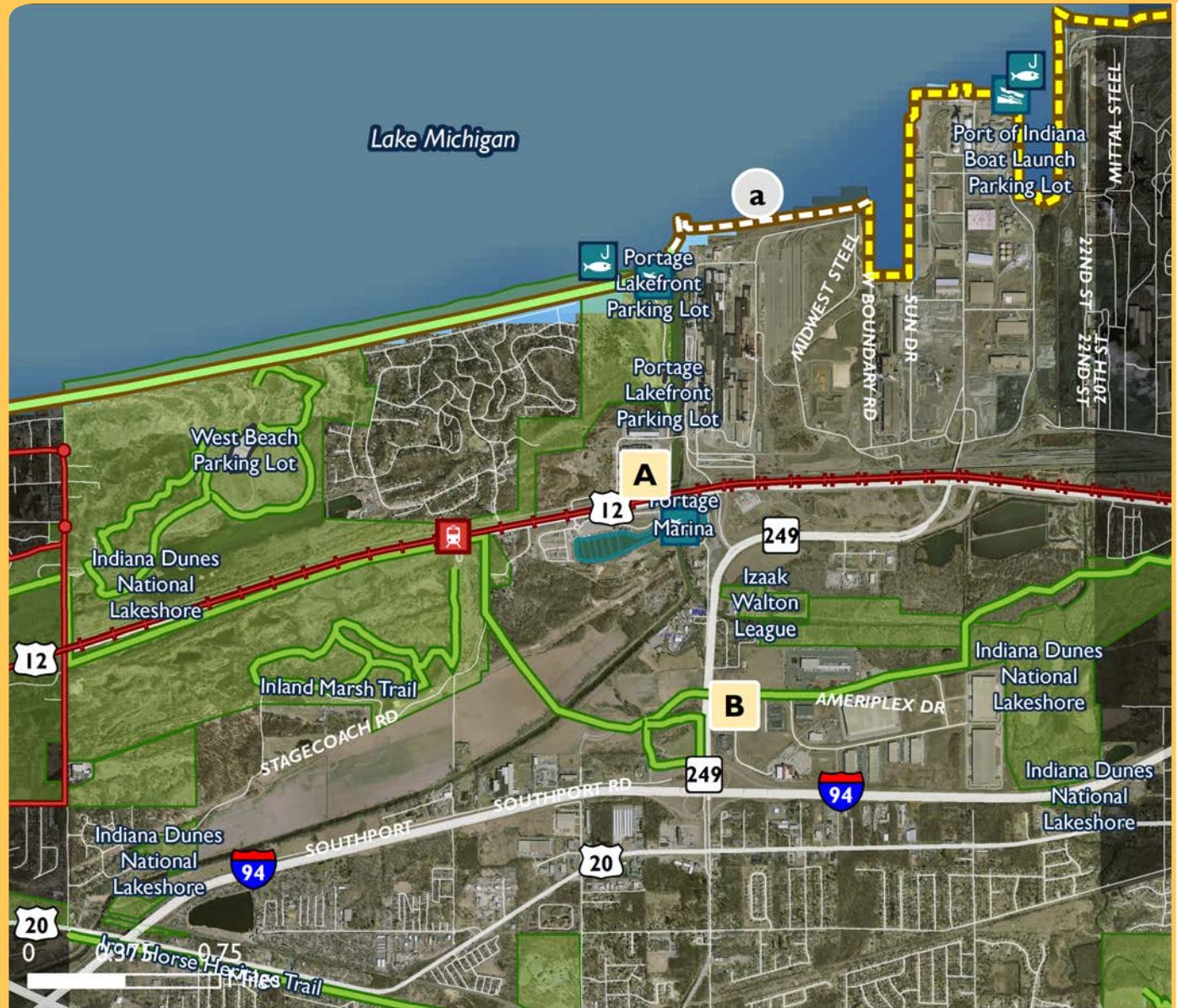


## Recommendations

- A. Improve signage leading to the Portage Lakefront and Riverwalk, and Ogden Dunes lakefront.
- B. Finish the Marquette Greenway

## Explored Opportunities

- a. Segment F





# COMMUNITY APPROACH - PORTAGE AND OGDEN DUNES

Beach closed due to sand erosion ▼



Electric vehicle charging stations



▲ Permeable pavement at Portage Lakefront and Riverwalk overflow parking lot

Entrance to riverwalk at Portage Lakefront and Riverwalk



## Explored Opportunities

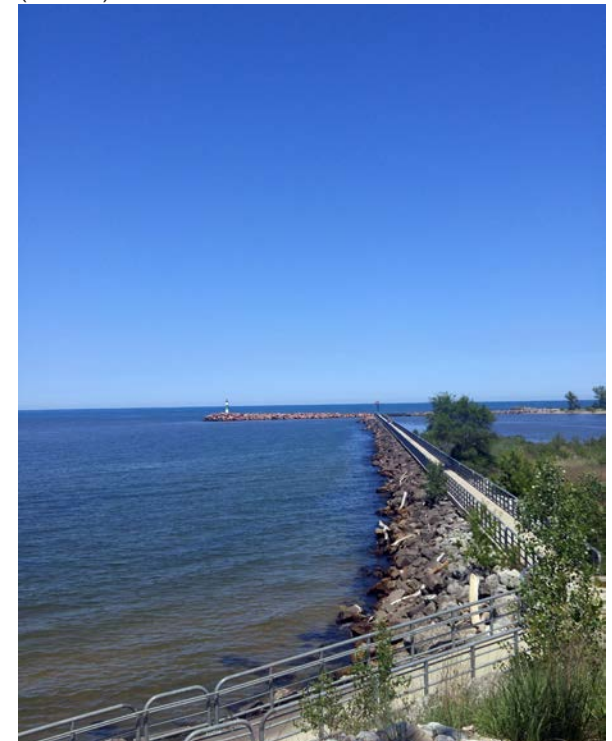
### Segment F

Mileage **0.91 (+1.72%)**

Property Size **88.44 Acres**

US Steel Beach - The beach directly adjacent to the Portage Lakefront, owned by US Steel, currently appears underused. Its proximity to the popular Portage Lakefront and Riverwalk and its road access make it a good candidate to convert from an industrial use to a recreational use.

Breakwater at Portage Lakefront and Riverwalk (NIRPC) ▼





# Burns Harbor and Dune Acres

## Overview

Burns Harbor’s heavily industrialized lakeshore makes it difficult for its inhabitants to reach the lake. Incorporating more transportation access improvements, such as implementing the Marquette Greenway, would allow its residents to use the lakeshore in adjacent communities. On the other hand, Dune Acres’ location in the heart of the National Lakeshore provides clear access to Lake Michigan, but does not include the amenities to cater to people from outside the community.

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» ADA accessible playground at Lakeland Park.	» Continue factoring universal accessibility into planning and implementation of existing and new town infrastructure and redevelopment projects/programs.
<b>Bike and Pedestrian Access</b>	» Mineral Springs Road, the only connection to the lake, does not have separated walking facilities. There are no bike trails in Burns Harbor.	» Secure funding for the construction of the Marquette Greenway trail and develop trail system in town that enhances neighborhood connectivity, including Lakeland Park. » Improve bike facilities in Dune Acres.
<b>Boat/Paddle Access</b>	» There are currently no launch facilities on the East Arm of the Little Calumet River.	» Develop multi-modal connectivity to and recreational use of the East Arm of the Little Calumet River, and enhance public access and safety through a partnership approach to dam modernization.
<b>Fishing Access</b>	» There are fishing access points on the East Arm of the Little Calumet River.	» Improve the accessibility to and safety of public fishing amenities.
<b>Parking Access</b>	» None	» Develop multi-modal, transit-oriented parking infrastructure and sidewalks for improving recreational and community access.
<b>Planning Coordination</b>	» Town is currently coordinating Marquette Greenway trail development with the Town of Porter, City of Portage, and the Indiana Dunes National Lakeshore in addition to neighboring food truck square programs.	» Continue building partnerships for the planning and implementation of town infrastructure and redevelopment initiatives, such as a new town center, and expanding programs to improve the quality of life for residents, businesses, and visitors.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Currently building partnerships and sense of place through Food Truck Square and Gateway Plaza development.	» Implement wayfinding and marketing strategies detailed in the Master Development Plan.
<b>Transit Access</b>	» None	» Leverage proximity to commuter rail system through multi-modal connectivity.

# Current Conditions

- The Calumet Trail, Cowles Bog Trail, and Brickyard Trail connect to communities further south



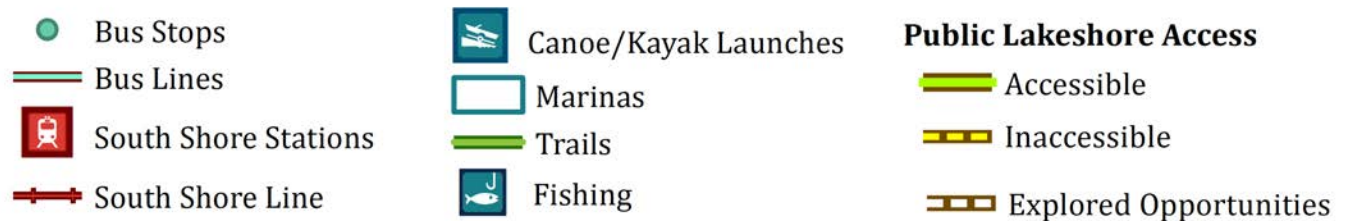
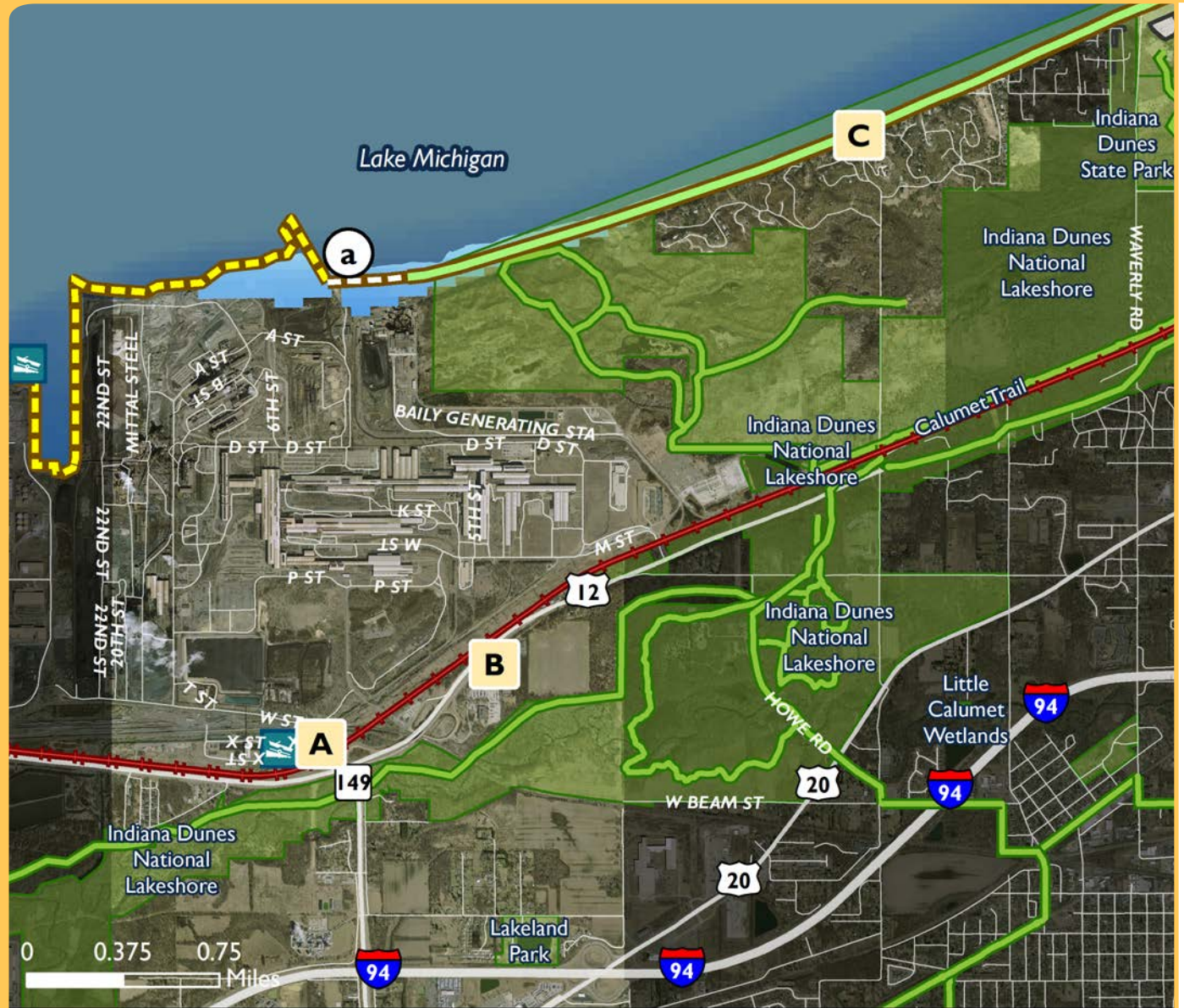


## Recommendations

- A. Open a kayak and canoe launch on the Calumet River East Branch
- B. Build the Marquette Greenway
- C. Improve bike facilities throughout Dune Acres

## Explored Opportunities

a. Segment G





# COMMUNITY APPROACH - BURNS HARBOR AND DUNE ACRES



Trail Bridge over US-12 near Dune Acres ▲

## Explored Opportunities

### Segment G

Mileage 0.31 (+0.59%)

Property Size 306.19 Acres

In 2016, NIPSCO announced plans to retire Units 7 & 8 at the Bailly Generating Station in 2018, a coal fired electric plant on the eastern edge of Burns Harbor. It is important to note that the retirement of Units 7 & 8 does not mean retirement of the entire facility. Electric transmission and existing natural gas-fired generation facilities will continue to be operated at the facility beyond 2018. While opportunities could exist in the future, there are no plans to incorporate public access at the moment.



Beach access in Dune Acres ▲



▲ Beach path in Dune Acres



# Indiana Dunes State Park, Town of Porter, and Chesterton

## Overview

This area hopes to preserve its natural environment and enhance connections to and from the State Park by means of trail extensions, access to South Shore trains, especially via the new Bikes on Trains program. The State Park will continue to improve on visitor access and wayfinding systems.



## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» Sand wheelchair is available free of charge, as well as accessible points of interest in Indiana Dunes State Park for picnicking, trail recreation, and camping.	» Acquire funding to continue implementing ADA accessibility already started during paving projects completed in 2016.
<b>Bike and Pedestrian Access</b>	» There is a separated trail along SR 49, connecting to the Indiana Dunes Visitor Center to the lake, however more connections are needed linking Downtown Chesterton to the lakefront. » Porter has limited trail access to its downtown, connecting to the lakefront.	» Connect Dunes-Kankakee Trail to the National Lakeshore Office and the Orchard Trail along Lincoln Street. » Complete gap in Orchard Trail over I-94 and extend trail to Dunes-Kankakee Trail. » Work with Burns Harbor to connect Marquette Greenway Trail to the Dunes-Kankakee Trail.
<b>Boat/Paddle Access</b>	» Paddlers can launch from the State Park.	» Create canoe/kayak launch on Little Calumet in Porter.
<b>Fishing Access</b>	» Fishing is not allowed within the State Park.	» Continue the maintenance and improvement of facilities.
<b>Parking Access</b>	» Paid parking is available at the State Park.	» Add parking at Porter beach through purchase and development of old Johnson Inn Property.
<b>Planning Coordination</b>	» Chesterton and Porter both develop their own comprehensive/master plans as well as other planning efforts for their communities.	» Continue to support multimodal and trail access to the beach through the development of local planning efforts. Plans should be coordinated between the State Park, Chesterton, and the Town of Porter to encourage collaboration in their trail and other access-related goals.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Indiana Dunes Tourism Bikes on Trains promotional study.	» Update wayfinding to rename Brickyard Trail to Dunes-Kankakee Trail.
<b>Transit Access</b>	» Trail from the Dune Park South Shore station to the State Park.	» Explore bike sharing between the South Shore station and the State Park.

# Current Conditions

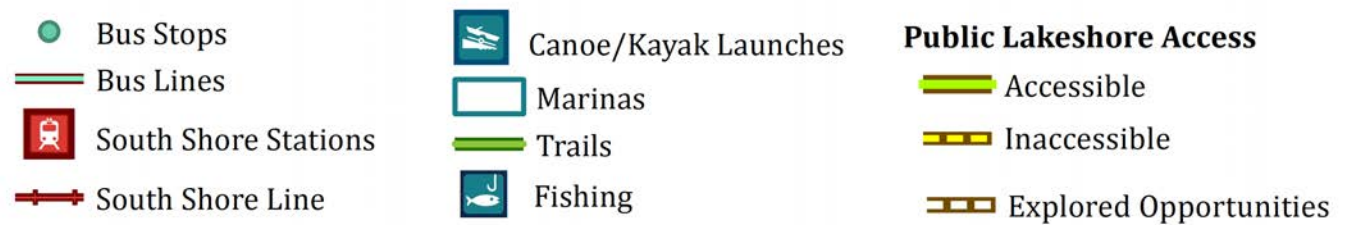
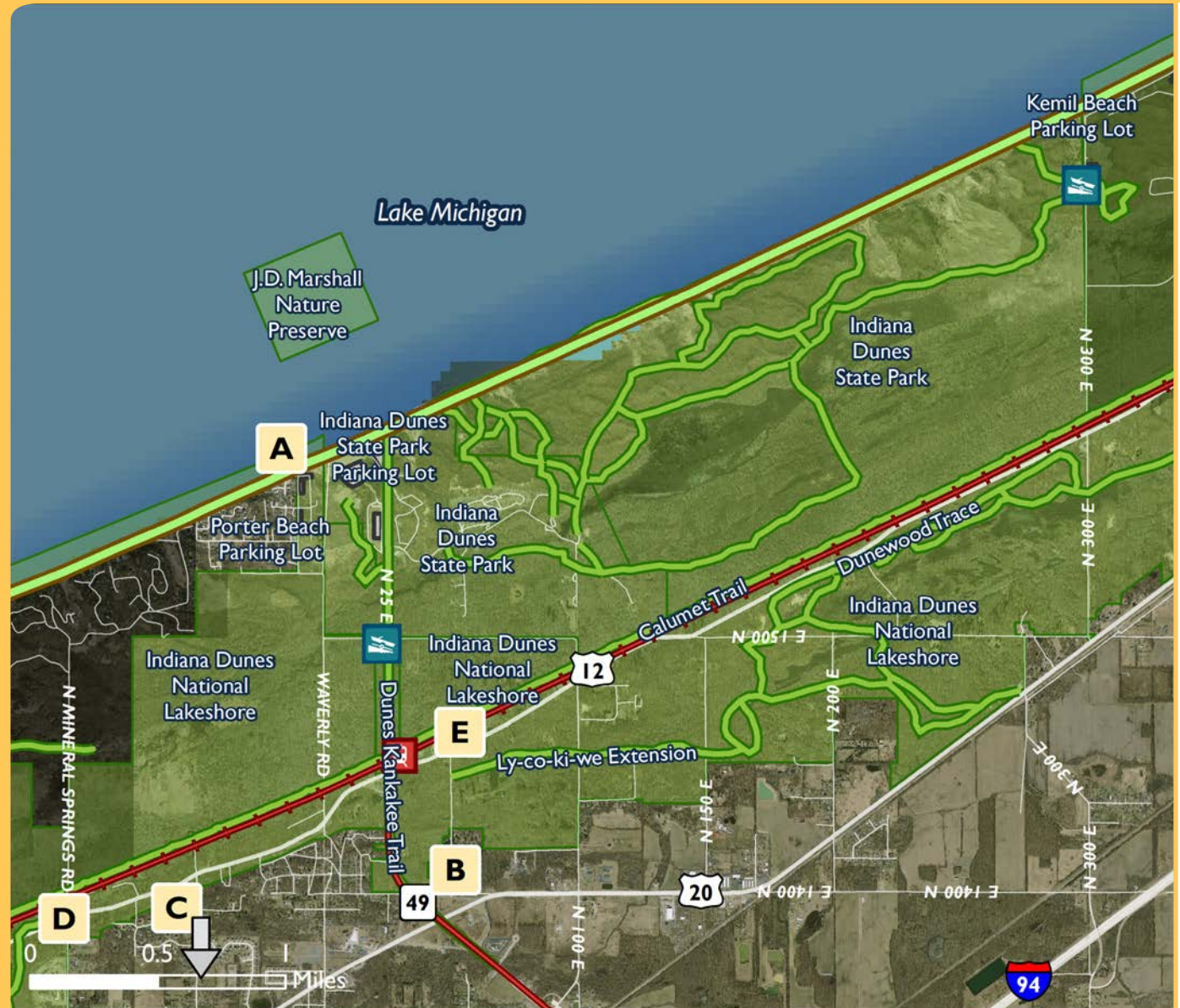
1. A separated trail allows people to bike and walk from the South Shore station to the State Park Beach
2. Fishing is not allowed in the State Park with a proper license





## Recommendations

- A. Acquire Johnson Inn property to develop and add parking.
- B. Begin shuttle service between the Indiana Dunes Tourism/ Visitor Center and the State Park.
- C. Continue implementing ADA-features in downtown Porter.
- D. Direct Orchard Trail to the National Lakeshore office.
- E. Explore bike sharing between the South Shore station and the State Park.





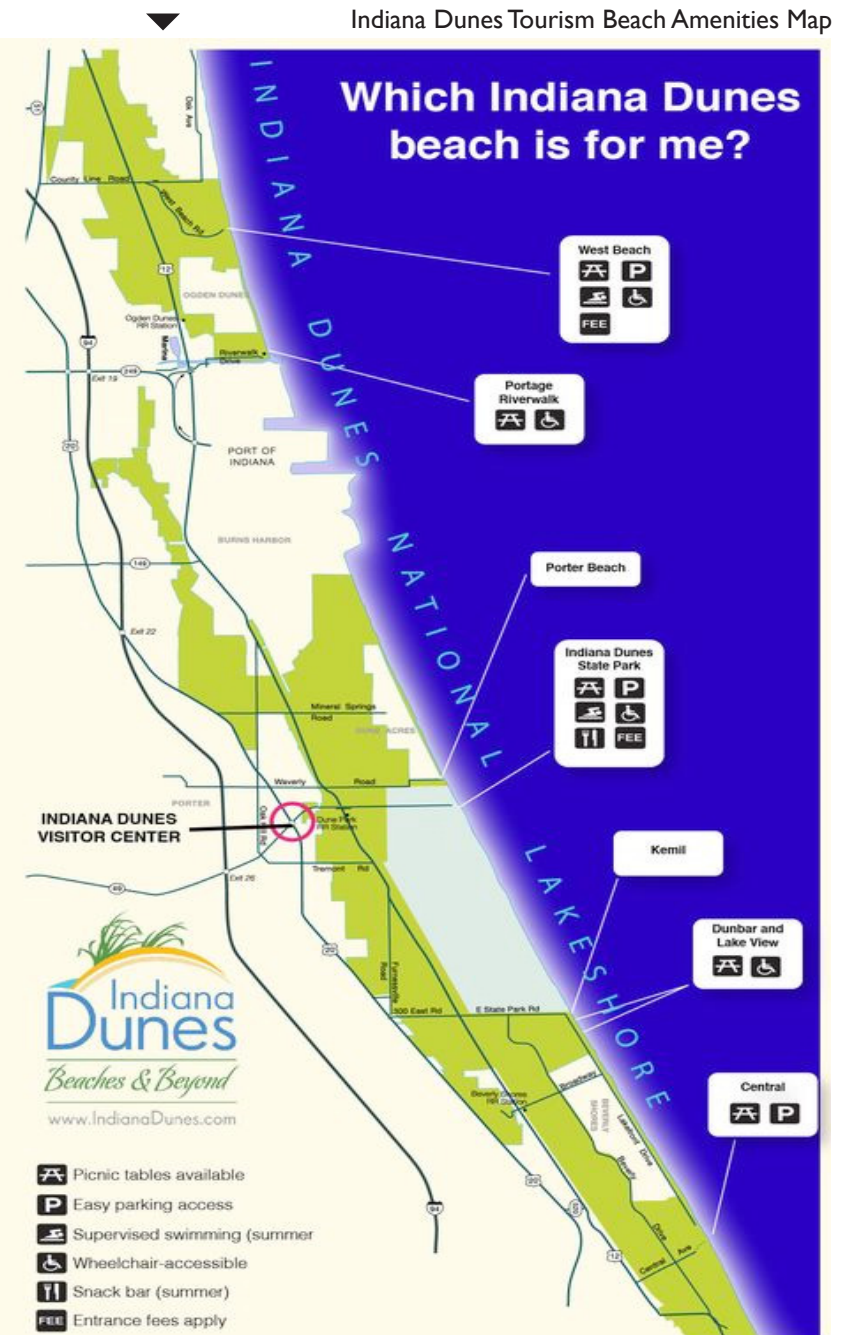
# COMMUNITY APPROACH - INDIANA DUNES STATE PARK, TOWN OF PORTER, AND CHESTERTON



Trail leading to Indiana Dunes State Park ▲



Bike racks at Dunes Park South Shore station ▲





# Beverly Shores, Town of Pines, and National Lakeshore East

Signage at Lake View Beach



## Overview

Continue to enhance streetscaping, green infrastructure, and non-motorized activity along US 12, in addition to developing natural resource and conservation strategies, expanding trail connections, upgrading infrastructure, and preserving dunes and natural areas.

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	» None	» Add ADA accessibility features at the Kemil, Lake View, Central, and Beverly Shores Beaches.
<b>Bike and Pedestrian Access</b>	» There are designated bike routes on Lake Front Drive, Broadway, and Beverly Drive.	» Add bike storage facilities/racks at beaches.
<b>Boat/Paddle Access</b>	» Paddlers can launch from Kemil Beach and Lake View Beach.	» Continue the maintenance and improvement of facilities.
<b>Fishing Access</b>	» None	» Not Applicable
<b>Parking Access</b>	» Limited parking at Kemil, Dunbar, Lake View and Central . » Beaches locations.	» Explore remote parking options at area brownfield sites.
<b>Planning Coordination</b>	» Unknown	» Improve planning coordination between the three entities.
<b>Tourism, Marketing, and Wayfinding Coordination</b>	» Unknown	» Improve wayfinding to Beverly Shores and Indiana Dunes National Lakeshore beaches.
<b>Transit Access</b>	» South Shore station in Beverly Shores.	» Encourage bike share between South Shore station and the beach.

# Current Conditions

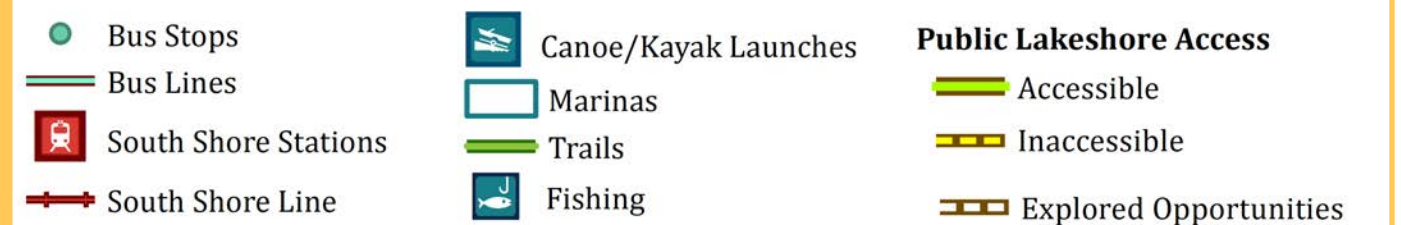
1. Central Avenue Beach is closed due to beach erosion.
2. Sidewalks line Broadway and make it possible to walk from the South Shore station to the beach.





## Recommendations

- A. Improve bike infrastructure around the area, and specifically add bike racks alongside the lakefront.
- B. Open Central Beach after sand returns and implement the Lakeshore Shoreline Stabilization plan.
- C. Build overflow parking lots on top of old brownfield sites, like the Illiana Block site or the Yard 520 location.





# COMMUNITY APPROACH - BEVERLY SHORES, TOWN OF PINES, AND NATIONAL LAKESHORE EAST

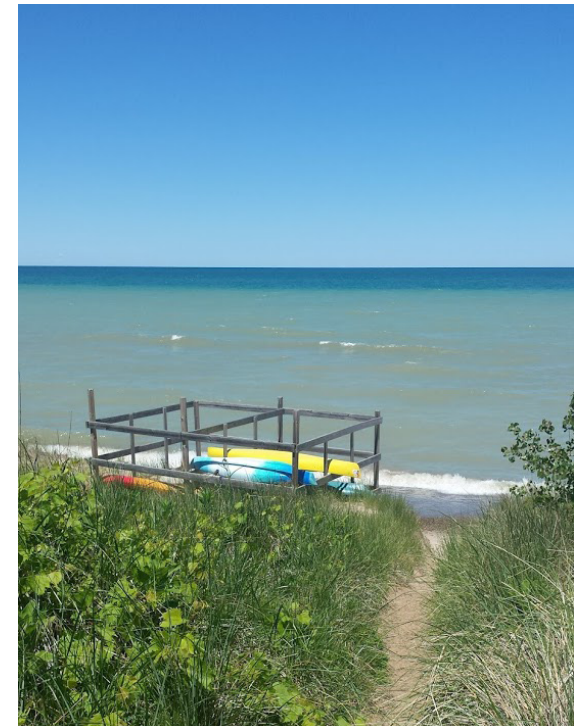
▼ Bike route and pedestrian crossing sign



▲ Beach path



National Lakeshore wayfinding signage ▼



▲ Kayak and canoe storage



Beach pavilion ▲



## Michigan City, Long Beach, and Michiana Shores

### Overview

Michigan City focuses on creating “Indiana’s great lakefront destination community” by clustering year-round activities and sites for families that are easily accessible and navigable, with a healthy and beautiful environment that attracts private sector investment. The City hopes to encourage year-round tourism and activities for residents, enhance Washington Park with opportunities by rehabilitation of existing features, develop more magnet and secondary attractions, and simplify connections and wayfinding.

Long Beach and Michiana Shores hope to preserve public access and conservation of the shoreline with specific locations for open space and parks.

**In December 2016, the Indiana Court of Appeals ruled that the shore of Lake Michigan is owned by the state and held as a public trust for all Hoosiers, which opened up more than 4% of the shoreline to access. According to the Indiana Court of Appeals, Northwest Indiana property owners whose land borders Lake Michigan cannot restrict individuals from accessing the lake, fishing or walking on the beach, so long as visitors remain on ground that is usually covered by water.**



Wayfinding signage ▲



Boat launch

▼ Fishing amenities along Trail Creek



# COMMUNITY APPROACH - MICHIGAN CITY, LONG BEACH, AND MICHIANA SHORES

## Access Matrix

	Current Conditions	Recommendations
<b>Accessibility for People with Disabilities</b>	<ul style="list-style-type: none"> <li>» Improvements are currently underway.</li> <li>» Washington Park has removable beach pads near the senior center.</li> <li>» Hansen Park has an accessible kayak and canoe launch to Trail Creek.</li> </ul>	<ul style="list-style-type: none"> <li>» Explore possibility of ramp to lighthouse catwalk.</li> <li>» Continue the maintenance and improvements of planned and existing facilities.</li> </ul>
<b>Bike and Pedestrian Access</b>	<ul style="list-style-type: none"> <li>» Designated bike lanes in downtown Michigan City, but no designated routes into the park.</li> </ul>	<ul style="list-style-type: none"> <li>» Provide bike storage facilities along Lake Shore Drive.</li> <li>» Encourage bike share program.</li> <li>» Implement recommendations from Washington Park Master Plan.</li> <li>» Connect Washington Park to the Singing Sands Trail.</li> <li>» Implement boardwalk paths to beach at Fedder's Alley.</li> </ul>
<b>Boat/Paddle Access</b>	<ul style="list-style-type: none"> <li>» There are launch locations along Trail Creek; and at the Washington Park Marina, the Trail Creek Marina, the Sprague Pointe Marina, Hansen Park (ADA accessible), and Winding Creek Cove Park.</li> </ul>	<ul style="list-style-type: none"> <li>» Build planned kayak launch at Winding Creek Cove Park, 8th &amp; Dickson Streets.</li> <li>» Encourage boat launch at Washington Park to include small craft and ADA accessibility.</li> <li>» Explore improvements that cater to transient boaters.</li> <li>» Determine feasibility of boat launch from NIPSCO facility.</li> </ul>
<b>Fishing Access</b>	<ul style="list-style-type: none"> <li>» Public access fishing can be found by the lighthouse and on sites along Trail Creek.</li> </ul>	<ul style="list-style-type: none"> <li>» Continue the maintenance and improvement of the existing facilities.</li> </ul>
<b>Parking Access</b>	<ul style="list-style-type: none"> <li>» Paid parking available at Washington Park and California Avenue parking lot.</li> </ul>	<ul style="list-style-type: none"> <li>» Continue the maintenance and improvement of the existing facilities.</li> </ul>
<b>Planning Coordination</b>	<ul style="list-style-type: none"> <li>» The city coordinates with the Port Authority, the Indiana Department of Natural Resources, the Indiana Dunes National Lakeshore, NIPSCO and the Army Corps of Engineers.</li> </ul>	<ul style="list-style-type: none"> <li>» Maintain good relationships and contact with planning partners.</li> </ul>
<b>Tourism, Marketing, and Wayfinding Coordination</b>	<ul style="list-style-type: none"> <li>» New branding "Create, Play, Repeat." and has hired a Marketing/Events Director for the City to promote Michigan City and the new brand.</li> </ul>	<ul style="list-style-type: none"> <li>» Improve wayfinding for pedestrians and bicyclists, especially between the South Shore station and Washington Park.</li> <li>» Continue to maintain true to the city's branding.</li> </ul>
<b>Transit Access</b>	<ul style="list-style-type: none"> <li>» Michigan City Transit (Wave).</li> </ul>	<ul style="list-style-type: none"> <li>» Implement the planned South Shore Double-Tracking project to increase speeds to Michigan City's South Shore station.</li> <li>» Encourage bike sharing between the station, Washington Park, and other amenities.</li> </ul>



## Current Conditions

1. Mt. Baldy trail is open with caution. The beach is open but the dune is closed for public safety & dune protection.
2. Washington Park can be reached from downtown Michigan City via sidewalks and bike lanes.
3. Realigned Franklin Street includes bike lanes.
4. Movable beach path near the Senior Center in Washington Park.
5. A bus (Route 1) operates every hour within Washington Park along Lake Shore Drive.
6. Ecological restoration at Bismarck Hill.
7. ADA accessible kayak and canoe launch at Hansen Park along Trail Creek.
8. The state's Court of Appeals has ruled that lakeshore past the ordinary high water mark is publicly accessible.







## Recommendations

- A. Negotiate with Michigan City, the Indiana Dunes National Lakeshore, and NIPSCO to open up an entrance to Crescent Dune.
- B. Explore possibility of ramp to lighthouse walk.
- C. Encourage boat launch at Washington Park to include small crafts and ADA accessibility.
- D. Improve bike infrastructure at Washington Park.
- E. Encourage bikeshare between the South Shore station, Washington Park, and other amenities.
- F. Connect Washington Park to Singing Sands Trail.
- G. Implement boardwalk paths to beach at Fedder's Alley.
- H. Build the Singing Sands Trail, a leg on the Marquette Greenway.
- I. Improve wayfinding and bike infrastructure in Long Beach to encourage non-motorized access.



# Finance and Maintenance

Implementing the proposed recommendations will take perseverance, time, and funding. The staggering amount of improvements that have been finished in the last 10 years shows the commitment of lakeside communities and advocacy organizations to create and promote access. However, resources are not infinite, and money is needed to make these recommendations possible. New opportunities like the recently-signed Indiana law supporting Transit Development Districts along the South Shore Line, can be leveraged to encourage better access. The funding sources listed below in the first table are many of the available mechanisms for implementing the Marquette Action Plan. Since a variety of different funds can be used for each project, each recommendation is grouped by project type and listed next to all possible funding sources for that project type. The last two tables list funding sources for remediating and acquiring property.



Whiting Lakefront Park

## Accessibility and Transportation Improvements

<b>Recommendations</b>	<b>Timeline</b>
Continue to implement ADA access in infrastructure improvements in <b>all communities</b> .	1 to 3 years
Add bike storage facilities/racks at beaches in <b>all communities</b> .	1 to 3 years
Complete the Marquette Greenway in <b>Hammond, East Chicago, Gary, Portage, Burns Harbor, and Michigan City</b> .	1 to 5 years
Build the Marquette Greenway in <b>Hammond</b> around the old State Line Energy site to provide connection to nearby trails in Illinois.	3 to 5 years
Develop accessibility features in the west end of the bird sanctuary in <b>Hammond</b> .	1 to 3 years
Connect Calumet Avenue to Casino Center Drive and the adjacent path in <b>Hammond</b> by a safe pedestrian crossing.	1 to 3 years
Improve the trail connections between <b>Whiting</b> and <b>Hammond</b> .	3 to 5 years
Finish construction of Cline Avenue bridge in <b>East Chicago</b> .	3 to 5 years
Complete planned bike trails and bike lanes in the <b>East Chicago</b> Harbor neighborhood.	3 to 5 years
Build planned pedestrian bridge over Cline Avenue in <b>East Chicago</b> .	1 to 3 years
Build multi-use trail adjacent to Airport Road in <b>Gary</b> .	1 to 3 years
Complete <b>Gary</b> Green Link with needed accessibility features.	3 to 5 years

<b>Recommendations (continued)</b>	<b>Timeline</b>
Work with DNR and Land Trusts on appropriate signage and access where appropriate.	3 to 5 years
Investigate alternatives to Clark Road in <b>Gary</b> .	3 to 5 years
Provide public parking, either adjacent to the nature preserves or by the lake in west <b>Gary</b> , to create opportunities for people to enjoy those assets.	3 to 5 years
Implement the Miller Beach Barrier-Free Beach plan in <b>Gary</b> .	1 to 3 years
Add bike and pedestrian infrastructure in <b>Gary</b> along Lake Street, Grand Avenue, and US 20.	1 to 3 years
Build a well maintained multi-use sidewalk at the <b>Portage/ Ogden Dunes</b> South Shore station and connected to lakefront trails.	3 to 5 years
Improve bike facilities throughout <b>Dune Acres</b> and <b>Burns Harbor</b> .	3 to 5 years
Develop multi-modal, transit-oriented parking infrastructure and sidewalks for improving recreational and community access in <b>Burns Harbor</b> .	1 to 3 years
Develop multi-modal connectivity to and recreational use of the Little Calumet River East Branch in <b>Burns Harbor</b> and the <b>Town of Porter</b> .	3 to 5 years
Connect the Dunes-Kankakee Trail to the National Lakeshore office and the Orchard Trail along Lincoln Street in <b>Porter</b> .	3 to 5 years
Complete gap in the Orchard Trail over I-94 and extent the trail to the Dunes-Kankakee Trail in <b>Porter</b> .	3 to 5 years
Add parking at <b>Porter</b> Beach through purchase and development of old Johnson Inn Property.	3 to 5 years
Improve bike infrastructure in <b>Beverly Shores</b> and the <b>Town of Pines</b> , and specifically add bike racks alongside the lakefront.	1 to 3 years
Encourage bike share between the South Shore station in <b>Beverly Shores</b> and the beach.	1 to 3 years
Explore remote parking options for Kemil, Dunbar, Lake View, and Central Beaches in the <b>Town of Pines</b> .	3 to 5 years
Encourage bike sharing between the <b>Michigan City</b> South Shore station, Washington Park, and other amenities.	1 to 3 years
Provide in <b>Michigan City</b> bike storage facilities along Lake Shore Drive.	1 to 3 years
Implement bike and pedestrian recommendations from the Washington Park Master Plan in <b>Michigan City</b> .	3 to 5 years
Implement boardwalk paths to beach at Fedder's Alley in <b>Michigan City</b> .	1 to 3 years
Connect Washington Park to the Singing Sands Trail in <b>Michigan City</b> .	3 to 5 years
Explore possibility of ramp to the <b>Michigan City</b> lighthouse catwalk.	3 to 5 years
Improve wayfinding and bike infrastructure in <b>Long Beach</b> to encourage non-motorized access.	1 to 3 years



## Accessibility and Transportation Improvements (continued)

### Funding Sources and Partners

- **US Department of Transportation (including the Federal Railroad Administration FRA)**
  - Recreational Trails Program (RTP)
  - Grade Crossing Improvement Program
  - Passenger Rail Corridor Investment Plan Program
- **Northwestern Indiana Regional Planning Commission (NIRPC) MPO Funds**
  - STP Block Grant Program (STBG)
  - Transportation Alternatives (TA) funding,
  - Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- **Indiana Department of Environmental Management (IDEM)**
  - Trails and Parks Initiative (TPI)
- **Indiana Department of Natural Resources (IDNR)**
  - Recreational Trails Program (RTP)
  - Division of Outdoor Recreation/Land Acquisition (RTP)
  - NPS/DOI - Land & Water Conservation Fund
- **Department of Natural Resources**
  - Lake Michigan Coastal Program (LMCP)
- **Local Governments**

## Recreation and Tourism

<b>Recommendations</b>	<b>Timeline</b>
Build paddling-supportive infrastructure in <b>East Chicago</b> along the southern portion of the Indiana Harbor Ship Canal and the Grand Calumet River.	3 to 5 years
Negotiate with Majestic Star Casino to open breakwater to fishermen in west <b>Gary</b> .	1 to 3 years
If Buffington Harbor in west <b>Gary</b> is redeveloped, provide fishing and boat launch access, if feasible.	3 to 5 years
Improve the accessibility to and safety of public fishing amenities in <b>Dune Acres</b> .	1 to 3 years
Create canoe/kayak launch on Little Calumet in the <b>Town of Porter</b> .	1 to 3 years
Open Central Beach after sand returns and implement the Lakeshore Shoreline Stabilization Plan in <b>Beverly Shores</b> .	3 to 5 years
Explore improvements in <b>Michigan City</b> that cater to transient boaters.	1 to 3 years
Determine feasibility of boat launch from <b>Michigan City</b> NIPSCO facility.	1 to 3 years
Encourage boat launch at Washington Park to include small craft and ADA accessibility in <b>Michigan City</b> .	1 to 3 years
Build planned kayak launch at Winding Creek Cove Park in <b>Michigan City</b> .	1 to 3 years

## Funding Sources and Partners

- **US Fish and Wildlife Service**
  - Sustain Our Great Lakes
- **Indiana Department of Natural Resources (DNR)**
  - Development of a New Park or Recreation Area
  - Lake Michigan Coastal Program (LMCP)
- **Indiana Department of Environmental Management**
  - Boating Infrastructure Grant Program
- **US Fish and Wildlife Foundation**
  - Environmental Solutions for Communities

## Management and Planning

<b>Recommendations</b>	<b>Timeline</b>
Continue coordination of Whihala Beach with the cities of <b>Whiting</b> and <b>Hammond</b> with Lake County.	1 to 3 years
Continue coordination between the Environmental Protection Agency, the Army Corps of Engineers, <b>Gary</b> , and <b>East Chicago</b> over Jeorse Beach.	1 to 3 years
Continue building partnerships for the planning and implementation of infrastructure and redevelopment initiatives in <b>Burns Harbor</b> .	1 to 3 years
Continue to support joint planning efforts to improve multimodal access to the beach between the <b>State Park, Chesterton, and the Town of Porter</b> .	1 to 3 years
Improve planning coordination between <b>Beverly Shores, Town of Pines</b> , and the <b>National Lakeshore</b> .	1 to 3 years
Negotiate access to Crescent Dune with NIPSCO, <b>Michigan City</b> , and the Indiana Dunes <b>National Lakeshore</b> .	1 to 3 years

## Funding Sources and Partners

- **Local Governments**
  - General revenues, TIF, Bonds, Land Donations, etc.
- **Indiana Office of Community and Rural Affairs**
  - Planning Grants
- **Indiana Department of Natural Resources (DNR)**
  - Lake Michigan Coastal Program (LMCP)
  - Coastal Zone Management grants
- **Local Businesses**

## Marketing

<b>Recommendations</b>	<b>Timeline</b>
Continue Bikes on Trains marketing.	1 to 3 years
Implement wayfinding and marketing strategies details in the Burns Harbor Master Plan.	1 to 3 years

## Funding Sources and Partners

- Local Foundations
- Indiana Dunes Tourism
- South Shore Visitors Center and Authority
- LaPorte County Convention & Visitors Bureau



## Signage and Wayfinding

<b>Recommendations</b>	<b>Timeline</b>
Increase wayfinding signage on major highways to market <b>Whiting</b> .	1 to 3 years
Install wayfinding to direct out-of-town visitors to Jeorse Park and Beach in <b>East Chicago</b> .	1 to 3 years
Use signage and marketing to highlight Ivanhoe, Clark and Pine, and Pine Station Nature Preserve in <b>Gary</b> .	1 to 3 years
Provide signs to help guide bicyclists and pedestrians to the <b>Ogden Dunes</b> lakefront.	1 to 3 years
Improve signage leading to the <b>Portage</b> Lakefront and Riverwalk.	1 to 3 years
Update wayfinding to rename Brickyard Trail to the Dunes-Kankakee Trail in the <b>Town of Porter</b> .	1 to 3 years
Improve wayfinding to <b>Beverly Shores</b> and Indiana Dunes <b>National Lakeshore</b> beaches.	1 to 3 years
Improve wayfinding for pedestrians and bicyclists, especially between the <b>Michigan City</b> South Shore station and Washington Park.	1 to 3 years

### Funding Sources and Partners

- **Northwestern Indiana Regional Planning Commission (NIRPC)**
  - STP Block Grant Program (STPBG)
  - Transportation Alternatives (TA) funding
- **National Park Service**
- **Indiana Department of Natural Resources**
  - Lake Michigan Coastal Program (LCMP)
- **Local Governments**

## Transit

<b>Recommendations</b>	<b>Timeline</b>
Explore bike sharing between the South Shore stations and the lakefront.	1 to 3 years
Test and evaluate bus transit following the proposed GPTC Lakeshore North route, linking the South Shore station, downtown Hammond, and downtown Whiting to the beach.	3 to 5 years
Improve Clark Road South Shore station in west <b>Gary</b> .	3 to 5 years
Build TOD next to Miller South Shore station in <b>Gary</b> .	5 to 10 years
Begin shuttle service between the Indiana Dunes Tourism/Visitor Center and the <b>State Park</b> .	1 to 3 years
Implement the planned South Shore Double-Tracking project to increase speeds to <b>Michigan City's</b> South Shore station.	3 to 5 years

## ***Funding Sources and Partners***

- **US Department of Transportation (Federal Transit Administration)**
  - Transit-Oriented Development Planning Grants
  - TIGER Grants
  - Urbanized Area Formula Program (5307)
  - Transit in Parks Program (5320)
- **Northwest Indiana Regional Development Authority**
  - Discretionary grant funding
- **Northwestern Indiana Regional Planning Commission**

### **(NIRPC)**

- Creating Livable Communities (CLC)
- Congestion Mitigation & Air Quality (CMAQ)
- **Local Governments**
  - General revenues, TIF, Bonds, Land Donations, etc.
- **Northern Indiana Commuter Transit District (NICTD)**
- **Gary Public Transit Corporation (GPTC)**

## **Assessing and Remediating Brownfields**

### ***Funding Sources and Partners***

- **Northwest Indiana Regional Brownfield Coalition**
  - Brownfield Revolving Loan Fund
- **Indiana Department of Environmental Management**
  - Brownfields Low-Interest Loans (LIL)
- **Northwest Indiana Regional Development Authority**
  - Discretionary grant funding
- **US Environmental Protection Agency (Brownfields & Land Revitalization Division)**
  - Clean-up grants

- Multi-purpose pilot grants
- Superfund Tech Assistance Grants for groups at priority sites
- **Local Governments**
  - Local revenue or bonding
- **Developers**
  - Private investment
- **Land Owners/ Responsible Parties**
  - RCRA Site Closure or other regulatory programs

## **Property Acquisition**

### ***Funding Sources and Partners***

- **Indiana Department of Natural Resources**
  - Lake Michigan Coastal Program grants
  - Coastal Zone Management Administration grants
- **Indiana Housing & Community Development Authority**
  - Community Enhancement & Economic Development (CEED) Loan Program
- **Northwest Indiana Regional Development Authority (RDA)**
  - Local Funds

- **US Environmental Protection Agency (Brownfields & Land Revitalization Division)**
  - Supplemental Environmental Projects
- **Local Governments**
  - General revenues, TIF, bonds, land donations, etc.
- **Non Profits**
  - Shirley Heinze



Segments B and C in Whiting



## Explored Opportunities

Segment	Property Size	Length of Shoreline	Percent of Shoreline	Ease of Acquisition	Impact of Acquisition
A	78 Acres	0.89 Miles	1.68%	High	High
B	6 Acres	0.22 Miles	0.42%	Low	Medium
C	101 Acres	0.48 Miles	0.91%	Low	Low
D	88 Acres	0.62 Miles	1.18%	Medium	High
E	129 Acres	0.41 Miles	0.76%	Low	Medium
F	88 Acres	0.91 Miles	1.72%	Medium	High
G	306 Acres	0.31 Miles	0.59%	Low	Low

### Total Estimated Costs

Total Length of Shoreline	Estimated Total Assessed Value for Properties (2017)	Estimated Total Market Value	Estimated Total Tax Liability (2017)	Estimated Total Clean-Up Costs
3.86 Miles	\$40,382,900	\$54,055,095 - \$66,067,338	\$1,042,622	\$85,168,297 - \$272,000,000



Segment D in Gary

# Acknowledgements

The plan was enriched by the participation of the following entities.

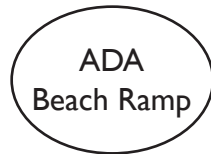
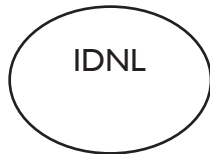
## **Communities**

Hammond  
Whiting  
East Chicago  
Gary  
Portage  
Ogden Dunes  
Burns Harbor  
Beverly Shores  
Michigan City

## **Organizations and Committees**

Causes for Change  
Gary Public Transit Corporation  
Indiana Department of Natural Resources  
Indiana Dunes National Lakeshore  
Indiana Landmarks  
Indiana Lake Michigan Coastal Program  
LaPorte County Visitors Bureau  
NIPSCO  
Northwest Indiana Forum Environmental Committee  
Northwestern Indiana Paddling Association  
Northwest Indiana Regional Development Authority  
Save the Dunes  
South Shore Convention and Visitors Bureau  
Urban Waters Federal Partnership

## **Front Cover Photos**



## **Back Cover Photos**



**All photos were taken by NIRPC staff.**



# The Marquette Action Plan