

Safe Streets and Roads for All Action Plan



Town of Burns Harbor



Final Plan – May 2025



Acknowledgements

The Town of Burns Harbor would like to thank the following individuals who served on the Safe Streets and Roads for All Task Force Committee and provided the voice of the community as part of this Action Plan's development. Their dedication and cooperation was a significant contribution to the quality of this project.

Task Force Committee

Jack McGraw, Task Force Committee Chairman

Member of Redevelopment Commission, Town Council, and Storm Water Board; Town Representative for NIRPC

Lisa Draves

Member of Town Council

Michelle Watkins

Police Clerk

Project Team

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Prepared by:



Executive Summary

The Town of Burns Harbor is a community in transition. From a rural community to incorporation in the 1960s with the influx of industry, the Town has experienced a steady rate of growth since the year 2000 after the inclusion of water and sanitary services. Burns Harbor is located in between a major transportation network consisting of highways such as US Highway 12 (US-12), Interstate 94 (I-94), US Highway 20 (US-20), State Road 149 (SR-149), Interstate 90 (I-90), Interstate 65 (I-65), and State Road 49 (SR-49) while also being near public uses such as the South Shore commuter rail line and multiple greenway trails. 5,800 linear miles of roadway exist in the Northwestern Indiana counties of Lake, Porter, and LaPorte. Also, 168 miles of off-road trails and 70 miles of commuter rail.

The importance of the safety of corridors, municipalities, and all forms of transportation developed in the Safe Streets and Roads for All program outlined in the 2021 Bipartisan Infrastructure Law becomes clearer as the Town continues to grow. Burns Harbor's resolution for a zero-fatality system by 2030 puts forth a commitment to providing a safe culture in the community.

Burns Harbor is a car-dependent community. Because traffic is funneled between major highways and thoroughfares, many incidents have occurred at the intersections of these roadways. While fatalities have been few, the concentration of incidents and scope of population growth indicates a need for proper safety planning for the future of development.

The role of this Action Plan will be to identify the problem areas through data-driven results and community engagement, develop priorities for solutions and planning by using the "Safe System Approach" and FHWA proven safety countermeasures, and to create an obtainable strategy for future project planning.

The Town of Burns Harbor held many public engagement meetings, identified stakeholders, issued public surveys, and researched regional studies to aid in the development of this Action Plan. This information helped to understand the needs of the community, and through a community-wide effort, strategize and lead the future development of the Town.

Introduction

The Town of Burns Harbor developed from a rural farming community in the 1870s to a dune tourism community with the establishment of Dunes Highway (US-12) in 1923. In the 1950s, with the land purchase of Bethlehem Steel on the Lake Michigan lakeshore, the Town's establishment was born out of the desire to preserve their community as opposed to being annexed by the Towns of Portage or Porter because of industry growth.

As such, the Town of Burns Harbor never established a formal "downtown." From 1967 to 1990 the population fell from 1,330 to 788 due to growing industry and travel disruptions from the establishment of SR-149 and I-94 in the late 1960s. Also, the Town had not yet constructed municipal water and sewer systems needed to attract new housing development. After their installation in the year 2000, the Town has nearly doubled in population since the first modern subdivision was started in 2003.

Burns Harbor is a small community encompassing 6.4 square miles and a population of 2,055 residents, as of the 2020 Census, within 858 households. The increase in new subdivisions has generated a younger population; the majority of which are under the age of 40.

While the large network of interstate highways has its negative influence on the area, for the Town of Burns Harbor, it also adds to the connectivity of the community. More families are locating to Burns Harbor for the small-town atmosphere while also being able to quickly access the nearby communities of Portage, Porter, Chesterton, and larger regional areas of Michigan City, Valparaiso, Gary, and Chicago. The growth of the Town and development of community has begun to shift the focus toward more inclusion of employment, recreation, and commerce within Town instead of strictly a residential community.

The goal of the Task Force Committee is how to embrace these changes while incorporating and maintaining the strength of the community and developing through smart planning efforts which puts safety at the forefront.

The nature of highway travel is to get a large amount of traffic to a destination quickly. In and around Burns Harbor, these roadways are the primary form of travel out of necessity. However, the purpose of this Action Plan is to analyze and determine means and methods to promote slower traffic and alternate routes. Collaboration with the Indiana Department of Transportation (INDOT) is also of vital importance to providing a safe environment for travelers. As the Town continues to grow, the emphasis on safety becomes more important. The major thoroughfares can handle the traffic, however, the factors of visibility, pedestrian access, wayfinding, and other aspects outlined as part of this Action Plan will become the backbone to the goal of eliminating injury and fatality.

As outlined in the Policy and Process Changes section of the Action Plan, regional planning efforts through the Northwestern Indiana Regional Planning Commission (NIRPC) helps to understand how Burns Harbor can translate the regional connectivity that passes through their community into placemaking and transportation safety projects.



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1-Leadership Commitment and Goal Setting



Component 1 – Leadership Commitment and Goal Setting

Component Summary: An official public commitment (ordinance) by the governing body (Town Council) to an eventual goal of zero roadway fatalities and serious injuries. Commitment must include a goal and timeline for success.



On Wednesday, October 9, 2024, the Town Council of the Town of Burns Harbor passed Resolution 2024-10 establishing a Zero Fatality by 2030 for all road users, including those who drive, walk, bike, ride, and travel by other modes. This Resolution also formalized the Town of Burns Harbor's commitment to the safety of the community.

RESOLUTION 2024- 10

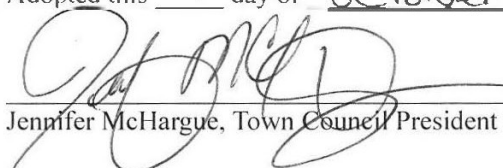
TOWN OF BURNS HARBOR, PORTER COUNTY, INDIANA

WHEREAS, the Town of Burns Harbor establishes a Zero Fatality by 2030 for all road users, including those who drive, walk, bike, ride, and travel by other modes.

WHEREAS, it is the desire of the Town of Burns Harbor to formalize a commitment to the principles of Safe Streets for All throughout all Town roadways.

BE IT RESOLVED by the Town Council of Burns Harbor, Porter County, that the Town of Burns Harbor commits to a Safe Streets for All system with Zero Fatality and applying the SS4A Action Plan, while growing a positive safety culture in the community.

Adopted this 9 day of October, 2024.


Jennifer McHargue, Town Council President

Attest:


Nicole Migliorini

2-Planning Structure



Component 2 – Planning Structure

Component Summary: A committee, task force, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



A task force committee was formed represented by the following individuals:

Jack McGraw (Committee Chairperson) – Redevelopment Commission and Town Council member, Stormwater Board member, and Northwestern Indiana Regional Planning Commission (NIRPC) representative.

Lisa Draves – Town Council member

Michelle Watkins – Police Department Clerk

The committee members volunteered their service to the Action Plan due to their roles with the Town, and their knowledge of the community through many years of residence.

The task force committee met multiple times with the Project Team throughout the project to receive informational updates as well as to provide input on the format and information contained in the public input flier mailed to every resident and business in Town.

The committee will also be responsible for overseeing the progress toward meeting the strategies and goals outlined in the Action Plan toward the Town Resolution of zero fatalities by 2030.

3-Safety Analysis



Component 3 – Safety Analysis

Component Summary: Analysis of historical crash data including severity, contributing factors, and location of the crashes. Crashes shall be separated by relevant road users (motorcycle, pedestrian, transit, etc.). Analysis shall include specific safety needs for each user and shall encompass, to the extent practical, all roadways within the jurisdiction without regard for ownership. Based on the analysis, a geospatial identification of higher-risk locations (High-Injury Network or equivalent) shall be developed.

The Burns Harbor Police Department provided crash data from January 2019 through October 2024 to be used for the safety analysis. The data analysis has been broken down to include any accident on a public street within The Town of Burns Harbor. The I-94 crash reports are broken out separately from the overall Burns Harbor crash data. The total number of personal property crashes recorded is 456 with an injury count of 138. Burns Harbor Police responded to two crashes resulting in fatalities in 2020, and one fatality in 2024.

The first fatality occurred on April 15, 2020, and was the result of a head on collision on US-12 at the Easternmost boundary of the town. Contributing factors for this accident were illegal drugs, driving left of center, and improper lane usage.

The second fatality occurred on May 29, 2020, and was the result of a head-on collision at the traffic light located at the intersection of US-20 and the Pilot Gas Station driveway. The contributing factors for this accident were driver illness and driving left of center.

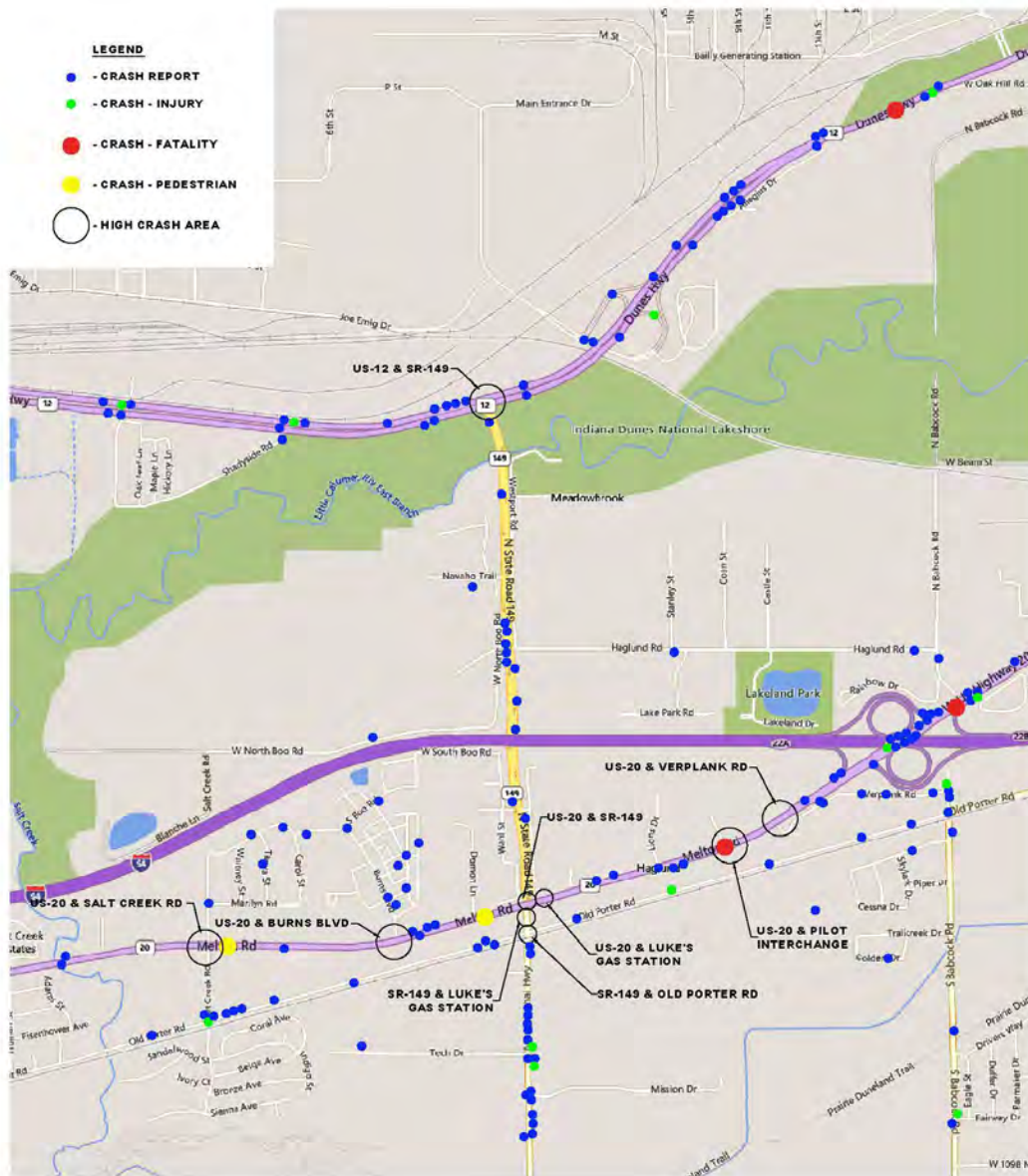
The third fatality occurred on July 13, 2024. This was an improper turning accident caused by a U-turn at the Westbound I-94 exit to Eastbound US-20 at North Babcock Road. The fatality vehicle was a motorcycle.

The table below breaks down the crash related injuries over the nearly six-year time period of data.

Crash Data Summary Table

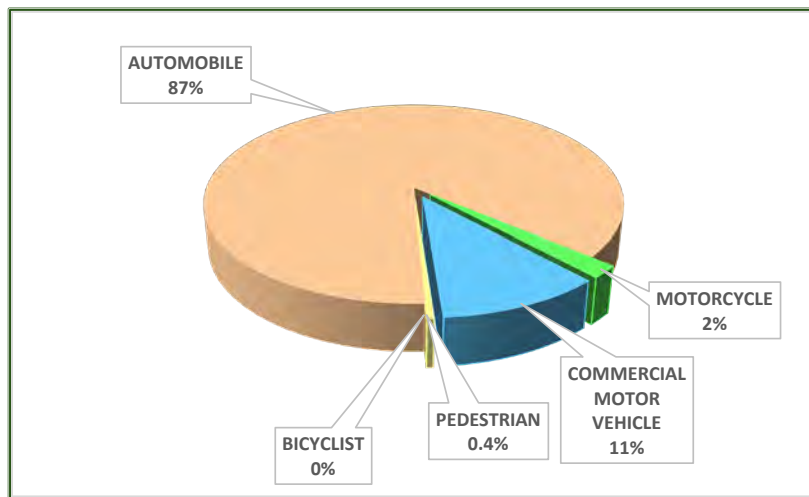
YEAR	CRASHES	INJURIES	DEATHS
2019	78	17	0
2020	64	18	2
2021	66	12	0
2022	89	40	0
2023	77	22	0
2024	82	29	1
TOTAL	456	138	3

Burns Harbor Crash Map

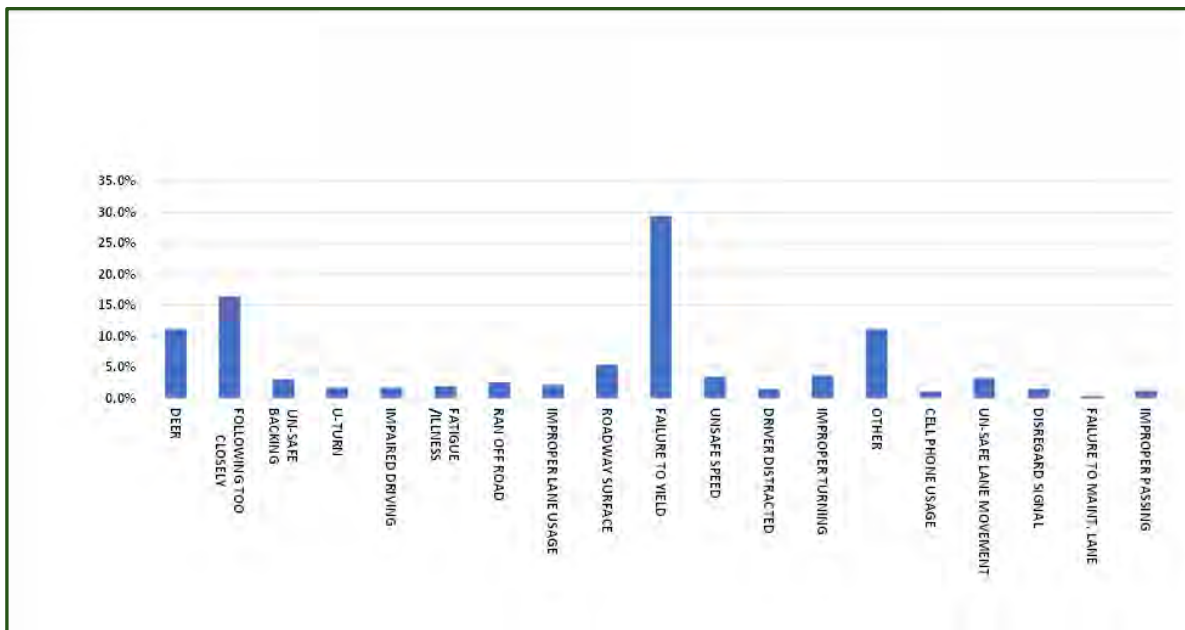


The Burns Harbor Crash Map shows locations of property damage crash reports, crash reports with injuries, crash reports with fatalities, crash reports with pedestrians, and areas with numerous crashes.

Crash Roadway User Chart



Primary Factors Chart



The primary factors for crashes in Burns Harbor are shown above by means of percentage of all crashes.

Failure to Yield is the leading cause of accidents in Burns Harbor. These types of accidents can cause head-on collisions, sideswipes, and side-impact collisions.

Following Too Closely is the second highest cause for accidents in Burns Harbor. These types of accidents are most likely rear-end collisions happening at traffic signals, stop signs, yield signs, stopped traffic, or in traffic waiting to turn.

Collisions with Deer are the third highest cause of crashes in Burns Harbor. Typically, single vehicle collisions with deer do not cause injuries, but property damage can vary depending on roadway conditions and speeds.

The next highest primary crash factor is the “other factors” category. The causes are non-specific reasons that can be related to hit and run accidents, vehicle malfunctions, over-sized load crashes with bridges, crashes reported as “other” in the crash reports, and several other non-frequent factors.

High Crash Areas

The table to the right shows that intersections make up a high percentage of the incident locations as opposed to a linear high-injury network (HIN). The intersection of US-20 and SR-149 makes up 12% of all accidents within Burns Harbor. However, injuries are most likely to occur at the intersection of US-12 and SR-149 as well as the intersection of US-20 and Salt Creek Road.

High Crash Area Table

ACCIDENT LOCATIONS	PERCENTAGE OF ALL ACCIDENTS	PERCENTAGE OF ALL INJURIES	PERCENTAGE OF INJURIES PER CRASH
US 20 & SR 149	12%	13%	33%
SR 149 & OLD PORTER ROAD	10%	8%	23%
US 12 & SR 149	7%	14%	61%
US 20 & PILOT TRAFFIC LIGHT	6%	8%	42%
US 20 & VERPLANK RD	5%	4%	27%
US 20 & SALT CREEK RD	5%	9%	50%
US 20 & BURNS BLVD	3%	3%	31%
LUKE'S GAS STATION & US 20	2%	2%	27%
LUKE'S GAS STATION & SR 149	2%	1%	14%

**High Crash
Primary Factors Table**

ACCIDENT LOCATIONS	NUMBER OF ACCIDENTS	NUMBER OF INJURIES	NUMBER OF FATALITIES	PRIMARY FACTORS		
				FAILURE TO YIELD	FOLLOWING TOO CLOSELY	UN-SAFE LANE MOVEMENT
US 20 & SR 149	55	18	0	22	17	5
SR 149 & OLD PORTER RD	47	11	0	32	5	0
US 12 & SR 149	33	20	0	18	4	2
US 20 & PILOT TRAFFIC LIGHT	26	11	1	3	9	1
US 20 & VERPLANK	22	6	0	10	2	2
US 20 & SALT CREEK RD	24	12	0	12	6	0
US 20 & BURNS BLVD	13	4	0	4	4	0
LUKE'S GAS STATION & US 20	11	3	0	7	1	0
LUKE'S GAS STATION & SR 149	7	1	0	5	0	0

In correlation with the overall crash numbers within Burns Harbor, the High Crash areas' Primary Factor is Failure to Yield, followed by Following too Closely, and Un-Safe Lane Movement as shown to the left on the High Crash Primary Factors Table.



Pedestrian Action / Vulnerable Road Users (VRUs)

The Town of Burns Harbor contains limited infrastructure for pedestrians or bicycles. Only the newer developments (Harbor Trails, Village in Burns Harbor, Parkwood Estates, Corlin's Landing, and Trail Creek subdivisions) have sidewalks for pedestrian use.



Photo Source: Zillow – Putnam Builders

A portion of the Marquette Greenway has been constructed through the central area of the Town of Burns Harbor and the Prairie Duneland Trail cuts across the southeast corner of Town. However, there are very few connections between residential or commercial developments and these trails.





Sources: Fatality Analysis Reporting System, Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Category in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, [Unsafe Lane and a Pedestrian's Risk of Serious Injury or Death](#); National Traffic Speed Survey III, 2011; DOT HS 812 485, March 2012.



Photo Source: Google Earth 2025

Since 2019, there have been two accidents involving pedestrians. The first pedestrian accident occurred January 17, 2019, when a pedestrian was struck by a vehicle on US-20 while attempting to cross at Doman Lane in the dark. There were no pedestrian facilities near this accident location.

The second pedestrian accident occurred on September 15, 2022, at US-20 near Salt Creek Road when a pedestrian tried crossing US-20 in the dark. There were no pedestrian facilities near this accident location.



Photo Source: Google Earth 2025



Source: Chicago Regional Crash Report - January 2020

Interstate 94 (I-94)

The Burns Harbor Police Department only responded to I-94 accidents when State Police workload required additional assistance. The majority of the crash reports received from I-94 were during periods of inclement weather. The I-94 crash reports are broken out from the overall Burns Harbor crash data. Crash reports were only provided for years 2019 through 2021.

BURNS HARBOR POLICE DEPARTMENT I-94 CRASH REPORTS								
YEAR	CRASHES	INJURIES	DEATHS	DAY	NIGHT (INCL. DUSK & DAWN)	WET	DRY	SNOW/ICE
2019	2	0	0	0	2	1	0	1
2020	2	0	0	1	1	0	2	0
2021	3	0	0	1	2	0	1	2

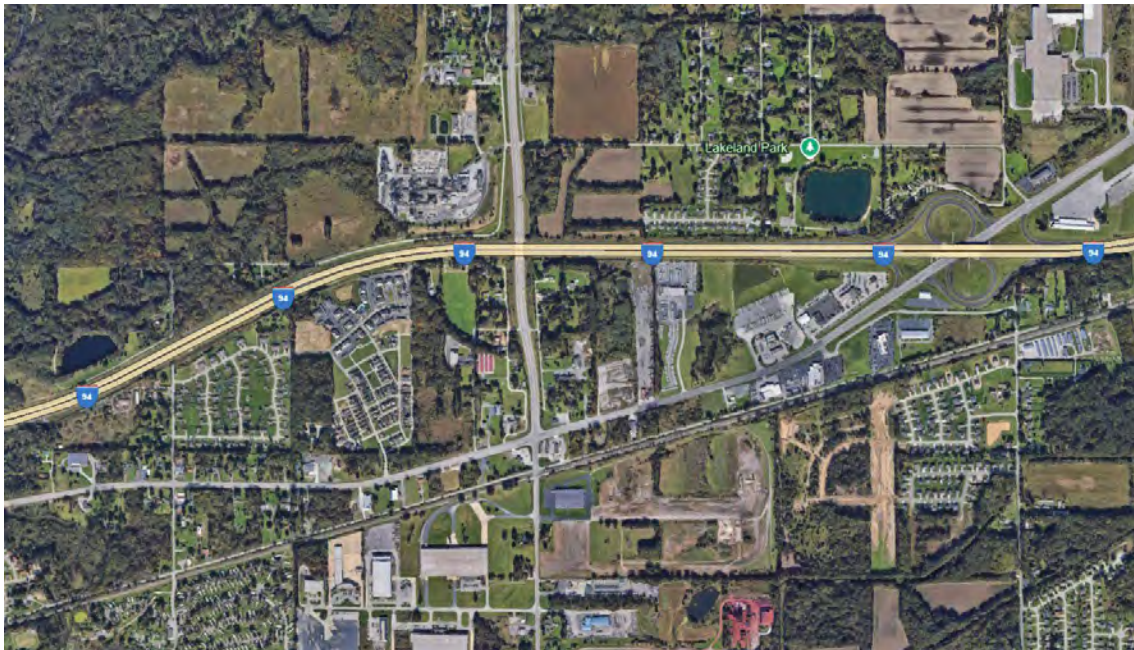


Photo Source: Google Earth 2025



4-Engagement and Collaboration



Component 4 – Engagement and Collaboration

Component Summary: Public engagement with relevant stakeholders to encourage public representation and feedback. Community feedback and collaboration analysis and alignment with public plans and policies.

The Town of Burns Harbor issued a public flyer through the mail to all businesses and residents requesting feedback on a 5-question survey and inviting participation at one of 5 meetings. The goal of this flyer was to gauge the community's feeling of safety, issues that cause concern while driving, and to invite dialogue concerning travel experiences either through public meetings or through an SS4A email that was created for feedback. The 5-question survey was also made available through the Town's website and through a QR Code link to an online version hosted by SurveyPlanet.



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THE TOWN OF BURNS HARBOR NEEDS YOUR HELP!

The Town of Burns Harbor is conducting a safety survey of the Town's roadways. Please help us by answering the following questions and returning this form to the Town Hall or Sanitation Drop Box before Friday, January 24, 2025. The information provided is needed to help the Town obtain future grants. To complete the survey online, please visit the Town website, or scan the QR Code below.

You are invited to attend a Safe Streets and Roads for All public input session at Town Hall on any of the following dates:

Tuesday 1/14/25 12pm-1pm
Thursday 1/16/25 12pm-1pm
Monday 1/20/25 3pm-4pm
Wednesday 1/22/25 4pm-5pm
Thursday 1/23/25 6pm-7pm

1. As a driver of Burns Harbor Roads, how safe do you feel driving on the roads?
< Least Safe ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ Most Safe >
1 2 3 4 5 6 7 8 9 10
2. What concerns affect you, when using the roadways within Burns Harbor? (select all that apply)

☐ Excessive Speeding	☐ People running red lights
☐ Traffic signals	☐ Left turns
☐ Lack of Street lighting	☐ Potholes
☐ Impaired motorists	☐ Lack of/hard to read signage
☐ Poor visibility at intersections	☐ No designated space for pedestrians, wheelchair users, or bicyclists
3. As Burns Harbor continues to grow, what transportation enhancement projects would you like to see happen? (select all that apply)
 - a. Routes for pedestrians, wheelchair users, and bicyclists
 - b. Construction of stop lights at high use intersections
 - c. Roundabouts or other traffic calming devices at high-crash locations or intersections
 - d. Center turn lanes along US-20
4. Are there places within the Town of Burns Harbor that you would like to bike or walk to, but do not, because of lack of pedestrian infrastructure?
 - a. Yes If so, where: _____
 - b. No
5. Would you like to be contacted for updates/info?
 - a. Text: _____
 - b. Email: _____



SCAN ME

Thank you!

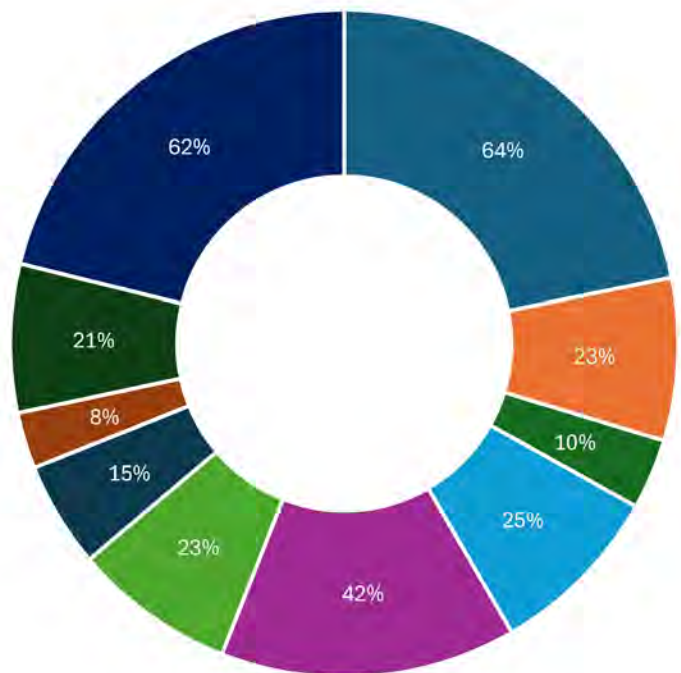
All residents and business owners in Burns Harbor, please let us know on the back of this page or email BHSS4A@gmail.com if you have experienced any traffic incidents or difficulties.

Website: www.burnsharbor-in.gov

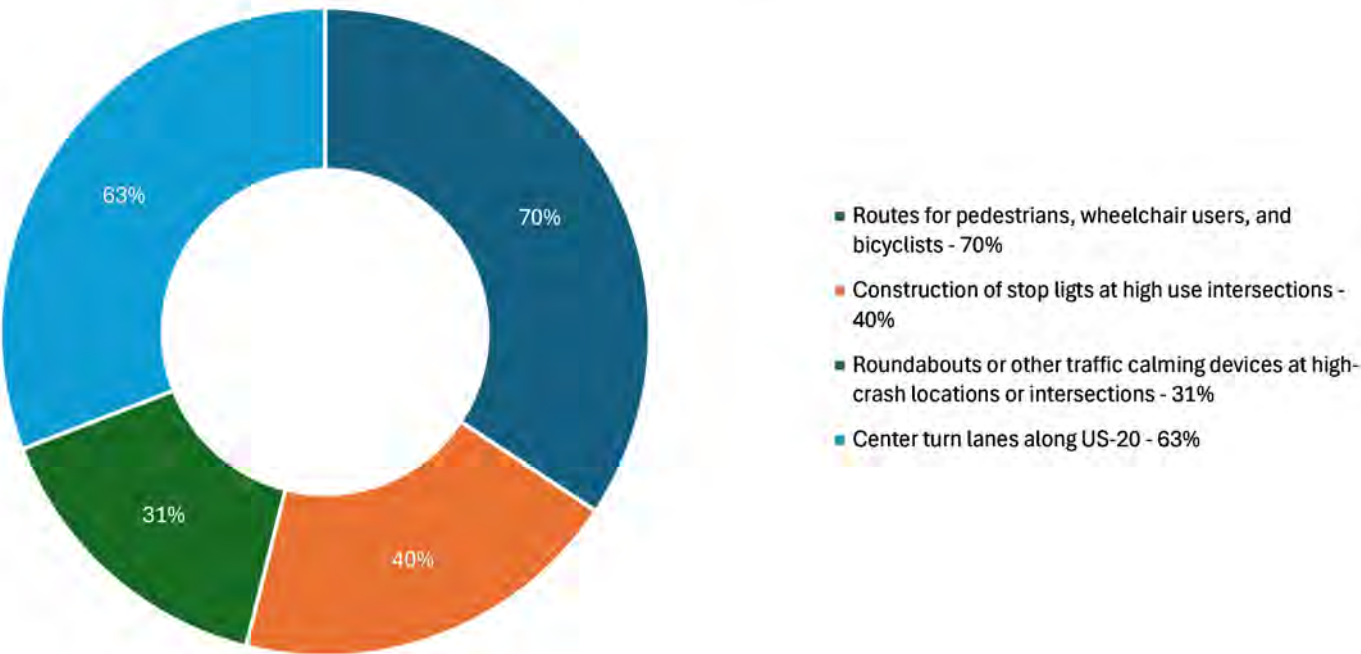
The public flyer was issued to 808 valid addresses confirmed through the recipient’s list for the Town utility bill. In total, 106 residents completed the survey. 102 residents averaged a rating of 7.4 out of 10 regarding how safe they feel while driving (Question 1). Excessive speed (64% of respondents) and no designated space for pedestrians, wheelchair users, or bicyclists (62%) were the biggest concerns of the choices listed. As such, respondents were most in favor of strengthening the pedestrian network (70%) because the majority (66%) would like to walk or bike to places in Town but do not because the infrastructure does not exist. However, traffic calming devices (31%) and stop lights (40%) to control speed were also well represented. As detailed below, many respondents (63%) are concerned with US-20 in terms of vehicular congestion and believe a center turn lane or other modifications should be made.

Q2. What concerns affect you when using the roadways within Burns Harbor?

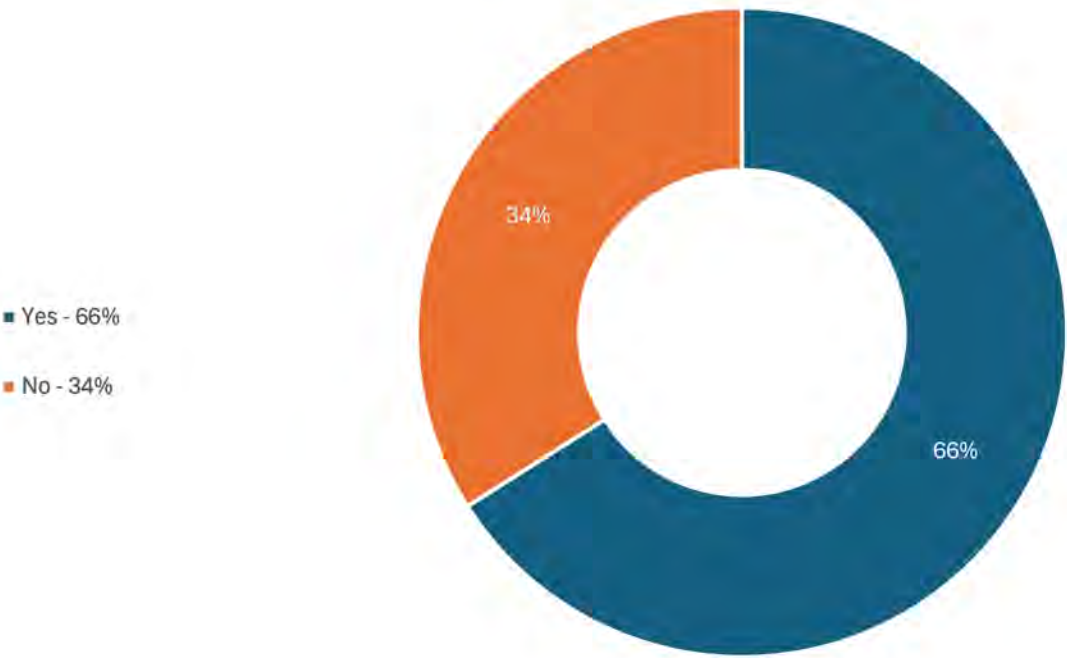
- Excessive speeding - 64%
- Running red lights - 23%
- Traffic signals - 10%
- Left turns - 25%
- Lack of street lighting - 42%
- Potholes - 23%
- Impaired motorists - 15%
- Lack of/hard to read signage - 8%
- Poor visibility at intersections - 21%
- No designated space for pedestrians, wheelchair users, or bicyclists - 62%



Q3. As Burns Harbor continues to grow, what transportation enhancement projects would you like to see happen?



Q4. Are there places within the Town of Burns Harbor that you would like to bike or walk to, but do not because of lack of pedestrian infrastructure?



Stakeholders for the action plan were identified as the residents and business owners of Burns Harbor including the Town emergency responders. Also, first responders and engineering officials of the adjacent Towns/Cities as well as the transportation director for the community school district (Duneland Schools) were contacted. The stakeholder/public input sessions held 5 meetings over a two-week period. An introduction to the SS4A program was presented before the public was invited to speak about their use of the Town's vehicle and pedestrian infrastructure. The public input sessions were focused on personal experiences and goals regarding safety related to travel. Also, to identify any shortcomings that residents or the business community feel need to be addressed.

Stakeholder input identified five critical areas as priorities. These critical areas present an overall request for completing a pedestrian connection between the existing Marquette Greenway on the north side of Burns Harbor with the Prairie Duneland Trail on the South side.

1. South Babcock Road South of Old Porter Road to the Prairie Duneland Trail. A multi-purpose path along South Babcock Road would provide more safety and accessibility.
2. Sidewalk/multi-purpose path along Haglund Road between SR-149 and Castle Street. Pedestrians and cyclists utilize Haglund Road to access Lakeland Park.
3. Multi-purpose trail on SR-149 from Haglund Road over the I-94 bridge and across US-20 to Old Porter Road.
4. Pedestrian access along US-20 connecting the businesses and The Village/Harbor Trails subdivisions.
5. Residents feel that Old Porter Road would be the best option for making a pedestrian connection to the Prairie Duneland Trail between US-20 and Babcock Road.

South Babcock Road

South Babcock Road provides access from US-20 via Verplank Road South to the West side of Chesterton and Porter. Stakeholders noted that children from the Corlin's Landing and Trail Creek subdivisions ride their bikes on South Babcock Road South to access the Prairie Duneland Trail. Motorists who utilize South Babcock Road stated that cyclists using the Prairie Duneland Trail often do not yield to the roadway. The residents feel that installing a multi-purpose trail and providing better delineation, bollards, and signage at the trail crossing would be beneficial. Also, advanced warning and streetlights on South Babcock Road when approaching the trail would help motorists who are not familiar with the trail location with visibility.

Haglund Road

Haglund Road provides access between US-20 via North Babcock Road and SR-149. Many residents have reported that Haglund Road is not wide enough for the current shared use for vehicles and pedestrians who access Lakeland Park. Most users are residents walking their dog to the park. Children in the area remain within their neighborhood for the most part, but there was a positive indication that more residents would visit the park if there was a pedestrian route. School bus drivers have also experienced conflicts with pedestrians on Haglund Road since many of the residents are out walking/cycling during the afternoon school bus route. Due to the long straight section of roadway with limited stops, speeding is a major issue to the point that drivers do not fully stop at Castle Street at the entrance to the park. It was reported that there have been instances of people who were walking having to exit the roadway due to vehicles speeding or not being aware of pedestrians. The steep ditch slopes immediately adjacent to the roadway can often make this difficult. Sidewalks were requested to be placed from SR-149 to Castle Street. Residents living on and around Haglund Road are concerned that if industry develops at the East end of Haglund Road, the roadway is not equipped to handle an increase in traffic. On a few occasions when there have been emergencies on I-94, all traffic became re-routed to Haglund Road via North Babcock Road which has caused major traffic issues. Emergency ingress/egress is also a concern for the small neighborhood South of Haglund Road at South Stanley Street and Lake Park Road. There is only one way to enter/exit this neighborhood, and concerns have been raised regarding the establishment of an emergency route if the roadway becomes blocked.

Indiana State Road 149 (SR-149)

SR-149 provides access from SR-130 West of Valparaiso North crossing US-6 and US-20 through Portage before terminating at US-12 near Lake Michigan. Burns Harbor residents indicated that a deceleration lane is needed for right turns from SR-149 onto Haglund Road due to the speed of traffic over the I-94 bridge nearly causing rear-end crashes. Residents who live outside of Haglund Road are discouraged that there is not an easy way to access Lakeland Park without navigating or crossing a major highway. Residents who live South of I-94 feel detached from the Marquette Greenway because of the requirement to drive to the trailhead to gain access. The Marquette Greenway crosses SR-149 at Haglund Road. Concerns were raised about the long distance of this crossing without a refuge island. The flashing pedestrian beacon helps but the speed of vehicles traveling over the I-94 bridge coming downhill to the crossing makes pedestrians nervous. The Prairie Duneland Trail tunnel under Willowcreek Road in Portage was noted as a possible solution.

The US-12 and SR-149 intersection was mentioned many times by residents, emergency responders, and the school district. Vehicles travelling Northbound on SR-149 have difficulty with left-hand turns due to the high-speed traffic on US-12 not having to stop. This is particularly difficult during the shift change at the nearby steel mill when traffic dramatically increases. School bus drivers noted that making left turns to service the Shadyside Road residents West of SR-149 is extremely difficult at shift change when they are typically trying to navigate that area. Semi-trucks carrying steel navigating to the steel mill accelerate very slowly due to their load and cause problems due to the variable vehicle speeds between cars and semis. This inconsistency of speed makes it difficult to gauge the left turn as well as creates conflicts with vehicles merging onto US-12 East from SR-149. Also, the roadway streetlights at the intersection are non-functional which increases this difficulty at night. The Indiana Multimodal Freight and Mobility Plan through the Indiana Department of Transportation (INDOT) has raised a concern that truck traffic from the Cleveland Cliffs steel mill on US-12 causes conflicts with the primary Indiana Dunes National Lakeshore entrance on SR-49 to the East of the steel mill. Suggestions were made for the possibility to shift this traffic to the West to SR-149 which would increase the truck traffic through Burns Harbor as these trucks navigate to gain access to I-94 via US-20. Stakeholders are not in favor of this increase in truck traffic through the main North-South artery through Burns Harbor. Many suggested the placement of a new traffic signal at US-12 and SR-149. Understanding that the largest impact is from the steel mill some noted that even if the signal was only active around the times of the shift changes, it would make a huge difference. On the South side of Burns Harbor, many residents noted the conflicts from access to the Luke Gas Station on the Southeast corner of SR-149 and US-20. Also, at the intersection with Old Porter Road. Northbound and Southbound vehicles on SR-149 illustrated confusion over vehicles turning in and out of the gas station as well as Old Porter Road. Vehicles often pull out in front of SR-149 traffic. To make matters worse, there is a railroad crossing immediately South of Old Porter Road. A suggestion was made to provide something similar to what was done along US-6 at SR-149 near Casey's and Speedway Gas Stations and Family Express. Quick curb with reflective delineators were used to prevent left turns in and out of the gas stations.

South of US-20, residents have noted that truck traffic backs up on Northbound SR-149 trying to make a left turn onto Tech Drive at the traffic light. The fire department noted that Tech Drive (which is a private drive) is in very poor condition which leads to trucks driving slowly and greatly reducing emergency response time for the commercial businesses along this drive.

US Highway 20 (US-20)

US-20 is a major connector between Portage and Gary to the West and Chesterton and Michigan City to the East. It is also a heavily travelled road due to the interchange with I-94 on the East side of Burns Harbor. The intersection of US-20 and SR-149 is the most travelled in Town with truck traffic from I-94 to the Pilot Travel Center and Cleveland Cliffs steel mill as well as travelers, residents, and commerce. Due to the multiple offset commercial driveway exits onto US-20 as well as the speed of vehicles on US-20, residents expressed concern over traffic turning across four lanes of traffic from random locations. Also, vehicles must wait for a long period of time to turn left from these driveways which causes frustration and hasty decisions. At the Southeast corner of SR-149 and US-20, residents have observed vehicles exiting Luke Gas Station to the North, crossing the turn lane on US-20 to head Westbound. Due to the confusion from these driveways, residents are in favor of US-20 enhancements such as a center turn lane (63% of survey respondents) or more deceleration lanes, or combined driveways. This is becoming a greater issue as more businesses develop along US-20. Emergency responders noted that they have had an issue with a lack of roadway shoulder which restricts the bypass of stopped vehicles on the roadway and slows response time.

US-20 West toward Portage has had yearly DOT construction closures which are typically erected in the evening. Issues occurred at sundown when drivers unaware of the closure were unable to see the traffic restrictions due to the sun. US-20 and Salt Creek Road was identified as a problematic intersection. It was also mentioned that the early learning childcare center on the Southeast corner contributed to the issues, however, this center closed permanently in August of 2024. Eastbound US-20 turning left at Burns Boulevard into The Village Subdivision has caused problems for through-traffic due to the lack of a left turn lane. Residents are in favor of placing a stop light at this location due to the number of houses within the Village/Harbor Trails subdivisions. Also, residents within these subdivisions expressed interest in access to the Marquette Greenway to the North via SR-149 (18% of survey respondents) and to the Prairie Duneland Trail to the South via Old Porter Road and US-20. Residents surveyed also relayed interest in pedestrian infrastructure from The Village to businesses along US-20 (12%). Many residents reported that it is difficult to turn left from Verplank Road onto US-20 Westbound. Many local drivers turn right and then turn around in one of the auto dealerships. Also, the hairpin turn is awkward to navigate. This intersection was created in early 2008 due to conflicts with traffic exiting I-94 and immediately turning left across US-20 to access Verplank. Just outside of Burns Harbor on US-20 East of the I-94 on-ramp many respondents had an issue with the intersection of US-20 and North Babcock Road. Because there is no deceleration lane for North Babcock Road by the Comfort Inn, drivers heading toward the I-94 West on-ramp nearly rear-end drivers turning right on North Babcock Road. School bus drivers would like to see a stop light at this location because it is very difficult to cross four lanes of US-20 from North Babcock Road six times per day; especially with semis coming off I-94 to US-20 East. Illegal U-turns at US-20 and North Babcock Road by drivers who have taken the wrong exit have been observed. It has been reported multiple times that individuals stopped by police have noted that their GPS had instructed them to U-turn.

Old Porter Road

Old Porter Road runs along the North side of a railroad between Portage to the West and Porter to the East. Survey respondents were in favor (9%) of a multi-purpose trail connection between SR-149 and South Babcock Road for the Prairie Duneland Trail/Marquette Greenway connection. Sidewalks were also requested from Salt Creek Road to SR-149. The intersection of Old Porter Road and Salt Creek Road meet at a four-way stop, however, Northbound Salt Creek Road's stop sign is on the opposite side of the train tracks from the intersection which makes it hard to see Eastbound and Westbound traffic. Also, the crossing does not have crossing gate protection. Traffic speed was identified as a problem on Old Porter Road and South Babcock Road due to the roadways being long straight sections without stops. The North side of Old Porter Road contains a drainage ditch of varying depth which has caused issues for motorists exiting the roadway due to the roadway being too narrow and not containing a curb. The fire department noted that a water line and fire hydrants along the North side of Old Porter Road would be beneficial to emergency response as it would provide greater reach to the rear of the businesses along the South side of US-20. SR-149 is elevated from Old Porter Road at the intersection which makes it difficult to see Northbound and Southbound SR-149 traffic that does not stop.

Marquette Greenway

The Marquette Greenway is a 60-mile regional trail which upon completion will connect Chicago, Illinois to the West with New Buffalo, Michigan to the East. Emergency response for the Marquette Greenway was mentioned regarding ambulance access across the wood bridge over Salt Creek near Portage. First responders can access the trail with the ambulance and if they could cross the wood bridge, would be able to navigate through into Portage instead of having to navigate back out. Without the Marquette Greenway being complete to the Northeast, it is difficult to walk or bike to the Lake Michigan beach because of the steel mill and lack of pedestrian routes along US-12. A handful of residents noted that the Town needs more bike trails and a plan for E-bikes. They would like to see a plan for speed limits and rules on multi-use trails for bikes. E-bikes and serious cyclists reach speeds that cause issues with casual and young cyclists. Overall, access and connection to the Marquette Greenway and Prairie Duneland Trail was one of the most popular public responses.

Duneland Schools Transportation

As of January 24, 2025, there are 421 Duneland Schools students who reside in Burns Harbor. 328 of which ride the school bus.

Other Stakeholder Concerns

The Town of Porter is currently collaborating with Burns Harbor on the Marquette Greenway. South Babcock Road connects the two communities at Old Porter Road. Porter recommended a collaboration for sidewalk/trail extension along Old Porter Road into both communities with a connection to the Prairie Duneland Trail along South Babcock Road. Porter also believes that car and bicycle safety needs an educational program to help improve public awareness.

The proposed kayak launch to the Little Calumet River at the north end of Westport Road should be evaluated for traffic impacts to Westport Road, especially due to Westport being narrow with termination on Riverside Drive at a dead-end.

Stanley, Coan, and Castle Streets are very narrow and dead-end which causes issues for emergency response. It would be helpful for police patrol and for emergency vehicle navigation for these streets to connect at the north end. Vehicles speed on South Stanley Street and adjacent to the residence at 1220, ponding is occurring and causing deterioration of the roadway.

Traffic speed is a common complaint by many of the residents. This is a common occurrence on long stretches of roadway with no stop such as Cessna Drive in Corlin's Landing subdivision and Weaver Way within The Village subdivision at Burns Boulevard. Drivers on Weaver Way drive too fast around the curve and come up too quickly on the stop sign.

At Corlin's Landing, the last phase of the subdivision is not complete. The surface course of roadway has not been installed. Snowplows have hit the sanitary manhole lids damaging both the plows and the manholes.

A resident is concerned that development is approved without fully considering the roadway and pedestrian impact. The Town needs code/policy change to stay out in front of new business and residential growth.

In Harbor Trails, the sidewalks off Salt Creek Road at Marilyn Road are very narrow. Also, there is no lighting in the neighborhood. It was also noted that in some subdivisions the roadways are not wide enough for cars to park on both sides of the street. It was suggested that parking be restricted and enforced on one side of the street only and prohibit vehicles from parking too close to intersections.

Throughout Town there is limited accessibility for residents with disabilities.

Alignment with Public Plans and Policy

Public input from 5.2% of residents (106 out of 2,055) has illustrated an interest in connecting their community through pedestrian infrastructure and improving safety through the reduction of speed and improvement of situational hazards. This aligns with the Town's 2009 plans, which set goals to create a biking and walking system to attract residential, commercial, social, and educational opportunities. Work has started toward this goal with the establishment of the Marquette Greenway and Prairie Duneland Trail. However, many residents are interested in completing the connection and access throughout Town. The 2019 Burns Harbor Comprehensive Plan placed a focus on the redevelopment of the SR-149 and US-20 corridors and encouraging residential and public space connection which aligns with current public sentiment and would correlate with the connection to the trail system. NIRPC plans discuss Northwest Indiana regional connections through access to public transit, shorter commutes, and greater walkability since 40% of household trips are less than 2 miles. Pedestrian connectivity and accessibility to open spaces and parks and satisfying a goal of promoting less car dependence aligns with resident responses received by promoting a pedestrian environment separate from the state highways which serve as the major traffic arteries in Burns Harbor.

5-Equity Considerations



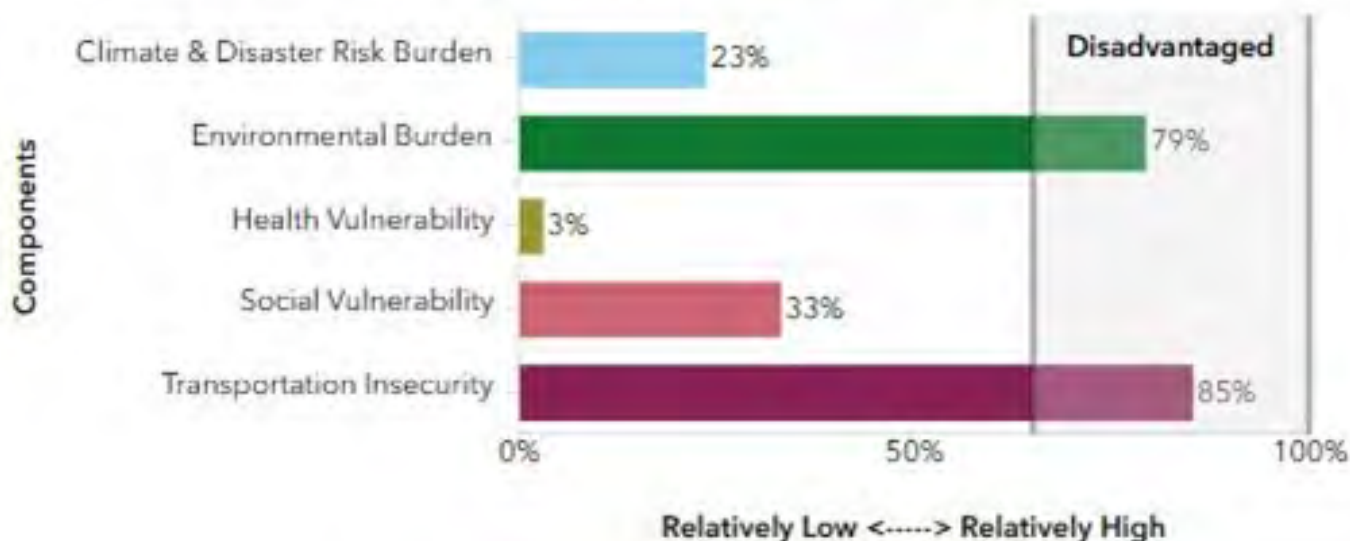
Component 5 – Equity Considerations

Component Summary: Identification of under-served communities through data and other analysis. Plan development shall include inclusive and representative processes. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

This analysis was performed for this project prior to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.

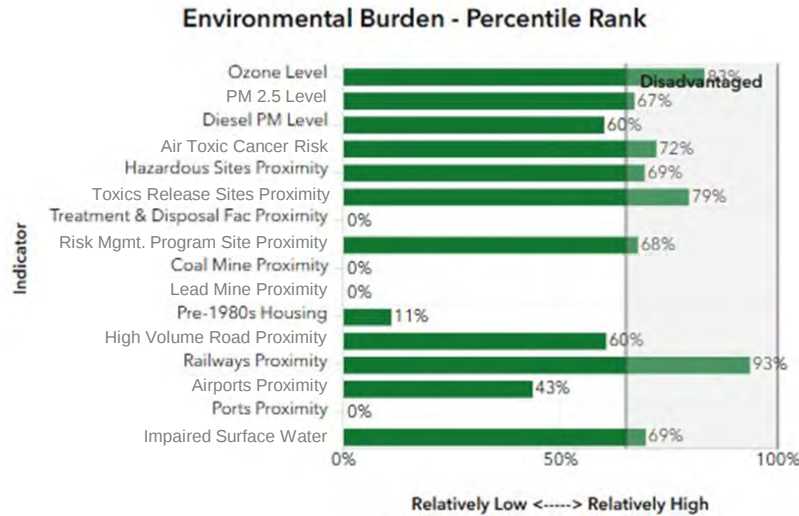
According to the USDOT Equitable Transportation Community (ETC) Explorer as shown below. The United States Department of Transportation considers Burns Harbor, Indiana as a Disadvantaged community due to an environmental burden of 79% and a transportation insecurity burden of 85%.

Overall Disadvantage Component Scores - Percentile Ranked



(Data Source: <https://experience.arcgis.com/>)

Environmental Burden



(Data Source: <https://experience.arcgis.com/>)

The above chart shows the Environmental Burden in Burns Harbor due to disadvantage levels of Ozone, Particulate Matter having a diameter of 2.5 micrometers or less, Air Toxic Cancer Risks, Hazardous Sites Proximity, Toxics Release Proximity, Risk Management Sites Proximity, Railways Proximity, and Impaired Surface water.

1. Ozone Level - Communities with higher scores experience higher levels of ozone in the surrounding air from sources such as emissions from vehicles and industrial activities. Transportation activities contribute to this factor by releasing compounds that interact in creating ozone.
2. PM 2.5 Level - Communities with higher scores experience higher levels of PM2.5, which is the presence of fine particles or particulate matter (having a diameter of 2.5 micrometers or less) in the surrounding air from sources like burning fossil fuels, vehicle emissions, and road dust.
3. Air Toxics Cancer Risk - Communities with higher scores experience higher levels of air toxics in the air from sources like industrial facilities and vehicular emissions, causing health problems such as respiratory issues, heart disease, neurological problems, increased risk of certain cancers, and elevated mortality.
4. Hazardous Sites Proximity - Communities with higher scores have a greater percentage of their census tracts within 1 mile of a hazardous site. Examples of these sites include brownfields and superfund sites which have been identified by the Environmental Protection Agency as contaminated by hazardous materials.
5. Toxics Release Sites Proximity - Communities with higher scores have a greater percentage of their census tracts within 1 mile of a toxic release site. These sites are listed under the Environmental Protection Agency's Toxic Release Inventory and are defined as having 10 or more full-time employees and either manufacture or use more than a specified amount of toxic chemicals. Living close to TRI sites and other noxious land uses can result in increased stress from noise and odor.
6. Risk Management Sites Proximity - Communities with higher scores have a greater percentage of their census tracts within 1 mile of a risk management plan site. These facilities handle highly toxic or flammable chemicals and communities should have evacuation plans in place for responding to worst-case scenarios such as fires or explosions.
7. Railways Proximity - Communities with higher scores have a greater percentage of their census tracts within 1 mile of railways and tend to experience higher levels of noise pollution.
8. Impaired Surface Water - Communities with higher scores have a greater percentage of their census tracts' watershed area classified as impaired. An impaired body of water is one that does not meet water quality standards for designated uses, such as fishing or swimming, as set by the state or tribe with jurisdiction over the water. High levels of water pollution can result from a variety of sources, including industry, agriculture, and urban run-off.

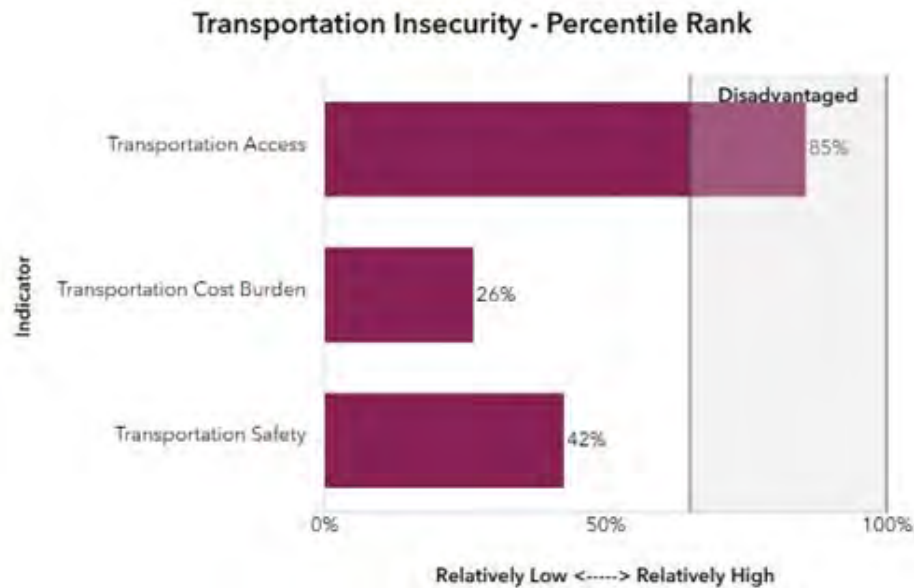
Environmental Burden Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Environmental Burden	Air Pollution	Ozone level in the air	Dobson Unit	EPA's EJScreen 2022	Census Tract
		Particulate Matter 2.5 (PM2.5) level in the air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
	Hazardous Sites	Diesel particulate matter level in air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
		Air toxics cancer risk	Score	EPA's EJScreen 2022	Census Tract
		Percent of tract within 1 mile of known hazardous sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Toxics Release sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Treatment and Disposal Facilities	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Risk Management Plan Sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of non-abandoned Coal Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
		Percent of tract within 1 mile of non-abandoned Lead Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
		Percent of houses built before 1980	Percent of occupied houses	ACS 2016-2020	Census Tract
	Infrastructure	Percent of tract within 1 mile of high-volume roads	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 1 mile of railways	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 5 miles of airports	Percent of area	USDOT BTS 2022	Point
		Percent of tract within 3 miles of ports	Percent of area	USDOT BTS 2022	Point
	Water Pollution	Percent of tract that intersects with a Watershed containing impaired water(s)	Percent of area	EPA WSIO 2022	HUC 12 Polygon

(Data Source: <https://experience.arcgis.com/>)

Transportation Insecurity

Using the ETC Explorer, the following data was obtained. The figure below shows that the main factor for Transportation Insecurity in Burns Harbor is due to Transportation Access. There is no public transportation access within the Town of Burns Harbor. The nearest form of Public Transportation is a rail-commuter line: The South Shore Line. The nearest South Shore Line station is located approximately 5 miles away in Ogden Dunes, Indiana. Currently, driving is the only mode of transportation to and from Burns Harbor and the South Shore Line.



(Data Source: <https://experience.arcgis.com/>)

Additional considerations for Transportation access include the percentage of households without a car, the average commute time to work, frequency of transit services per square mile, jobs within a 45-minute drive, estimated average drive time to points of interest, and the estimated average walk time to points of interest.

Transportation Insecurity Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Transportation Insecurity	Transportation Access	Percent of households with no car	Percent households	ACS 2016-2020	Census Tract
		Average commute time to work	Minutes	ACS 2016-2020	Census Tract
		Frequency of Transit Services per Sq Mi	Count/sq mi	EPA Smart Location Database 2021	Census Block Group
		Jobs within a 45-min Drive	Count	EPA Smart Location Database 2021	Census Block Group
		Estimated Average Drive Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
		Estimated Average Walk Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
	Transportation Cost Burden	Calculated average annual cost of Transportation as percent of household income	Percent of household income towards transportation	Calculated	Census Tract
		Cost of Gas	U.S. Dollar (USD)	EIA 2023	State
		Cost of Transit	USD	NTD 2017-2021	Urbanized Area
		Time Value of Money	USD	USDOT BCA 2023	National
		Time to Work	Minutes	ACS 2016-2020	Census Tract
		Median Income	USD	ACS 2016-2020	Census Tract
		Vehicle Miles Traveled	Miles	BTS LATCH 2017	Census Tract
		Vehicle Finance Charges	USD	CES 2020-2021	Census Division
		Cost of Maintenance	USD	CES 2020-2021	Census Division
		Insurance Costs	USD	CES 2020-2021	Census Division
	Transportation Safety	Traffic Fatalities per 100,000 people	Rate	NHTSA FARS 2020	Point

(Data Source: <https://experience.arcgis.com/>)

The Town of Burns Harbor was recently connected to the Marquette Greenway. This is a tri-state, paved, multi-use trail that will eventually connect New Buffalo, Michigan to Chicago, Illinois. However, this trail is incomplete and ends abruptly approximately three-quarters of a mile East of Westport Road. This trail also lacks connections with public transportation, residential neighborhoods, Lakeland Park, and commercial districts. Even when the Marquette Greenway is completed end to end, safe access to this trail by residents will only be accomplished by transporting their bikes by automobile to the trail parking lot. The Prairie Duneland Trail also skirts the Southern boundary of Burns Harbor, however, there are no pedestrian or bicycle connections linking the trail to any developments within the Town of Burns Harbor.



To recognize the equity considerations outlined above, project strategies should include providing additional shared-use trails and sidewalks so residents can reduce their dependency on automobiles. Planned shared-use trails should include connections from residential areas to public transportation, points of interest, parks, commercial districts, and connections to the regional trail network. By providing connections with trails, Burns Harbor will better serve households without a car and will reduce walking times to points of interest. By reducing automobile dependency, residents will also be able to reduce their community's ozone levels.

It is important to note that the construction of shared-use trails or pedestrian infrastructure needs to be done in a manner that will not leave any residents of Burns Harbor underserved. Due to the construction of I-94 in 1969, the town was split in half. This interstate construction further led to the town being developed into isolated residential zones. Each one of these zones deserves to be connected to the remainder of the town via a pedestrian or bicycle connection.

6-Policy and Process Changes



Component 6 – Policy and Process Changes

Component Summary: Assessment of current Town, regional, State, or Federal policies, plans, guidelines, and/or standards to identify opportunities to improve transportation safety.

The Town of Burns Harbor has completed three planning documents which establish goals toward the creation of an interconnected trail system (Marquette Greenway Trail Sub-Area Plan), goals toward the creation of a downtown (Downtown and US-20 Corridor Sub-Area Plan), and goals for the overall Town development and community planning (Burns Harbor Comprehensive Plan: Place Making 20/20).

Goals and standards set forth in these documents to identify potential opportunities to improve transportation safety are outlined below. Also, the Northwestern Indiana Regional Planning Commission (NIRPC) is a valuable resource which has released many studies and plans regarding transportation, feasibility, and connectivity. These plans include the NWI 2050 and 2050+, Creating Livable Communities, and the Porter County US-12/US-20 Transportation Corridor Plan which have a direct impact on the safety and connectivity of the Town of Burns Harbor transportation system.

DOWNTOWN AND US-20 CORRIDOR SUB-AREA PLAN (2009)

The downtown plan was established in 2009 in response to the population growth experienced from the construction of municipal water and sewer. The plan proposed a new Town Center at the Northwest corner of US-20 and SR-149. It has since been discussed to develop the Town Center closer to the current Town Hall near the Northeast corner of Haglund and Westport Roads.

The plan sets transportation-based goals:

1. Pedestrian friendly (attraction of residential, commercial, social, and educational opportunities, Page 14).
2. Traditional main street design characteristics (mixed use, pedestrian/bicycle/vehicle, wide sidewalks, pedestrian lighting, streetscape amenities including bike racks, benches, and street trees.)
3. Support a biking and walking system.
4. Urban street design parameters (page 19):
 - a. 80' ROW (13' walk/17' parkway/20' road/17' parkway/13' walk)
 - b. 60' ROW (11' walk/7' parkway/20' road/7' parkway/11' walk)

The establishment of a downtown would help to create a municipal, social, and commercial core for a growing Burns Harbor population.

MARQUETTE GREENWAY TRAIL SUB-AREA PLAN (2009)

The Marquette Greenway Trail Plan was created with the guiding principle to “Integrate and connect surrounding attractions and destinations.” (Page 9). The population is separated from Lake Michigan by the steel industry that prompted and assisted in the creation of the Town in the 1960s. Also, separation from other cities and towns by the network of highways in the area, this trail plan aims to provide connectivity to existing trails which will provide access to the Portage Lakefront to the West and the Indiana Dunes National Lakeshore to the East. Future transportation development should be mindful of the connection to the Marquette Greenway Trail. Improvements along Haglund Road to Lakeland Park and to the SR-149 bridge over I-94 could be vital to provide pedestrian access and connection from neighborhoods South of I-94 to a future Burns Harbor Downtown, Lakeland Park, and the Marquette Greenway Trail.

BURNS HARBOR COMPREHENSIVE PLAN: PLACE MAKING 20/20 (2009 AMENDED 2019)

The Burns Harbor Comprehensive Plan identifies community assets in small town living, the Little Calumet River and Salt Creek, and the Indiana Dunes National Lakeshore. However, accessibility constraints exist caused by highways and railroad corridors as well as a lack of pedestrian connections.

The Comprehensive Plan provides goals to diversify the business community, champion the development of trails, and focus on the redevelopment of the US-20 and SR-149 corridors to remedy these constraints.

A 1995 thoroughfare plan identified a lack of local and collector streets and stated a need to upgrade the quality of the roads, streets, and alleys. The Town of Burns Harbor has been working over the last few years through the Indiana Department of Transportation Community Crossings program to improve their roadway surfaces, however, upgrades are still needed for the quality of the roadway system. Right-of-way, roadway width, and pedestrian infrastructure still require attention.

Planned Development:

1. Commercial development through diversification of retail, restaurants, and sales.
2. Pedestrian friendly developments to better connect neighborhoods and existing parks (Lakeland and Bolinger as well as Shadyside and Imagination Glen in Porter)
3. Institutional, mixed use, and residential development.

Residential goals are stated to retain individuality and identity for each neighborhood while providing infrastructure for encouraging new residential development and public space connection to neighboring communities. Also, to strengthen Town ordinances and subdivision regulations.

Due to the major thoroughfares in the area (I-94, US-12, US-20, SR-149, and I-65 and the Indiana Toll Road nearby) which dominate traffic patterns, residential and small business development is deterred. Local and Collector streets developed within a convenient transportation access-management plan will help to encourage safe and efficient traffic management.

Existing local trails including the Marquette Greenway, Prairie Duneland, Brickyard, and Iron Horse Heritage are all within reach to connect through Burns Harbor and complete a regional network.

NIRPC: CREATING LIVABLE COMMUNITIES (2013)

This regional planning document identifies, on page 181, small community design principles and scale recommendations which can assist Burns Harbor's planning efforts.

1. Connect new buildings or commercial development with travel options. Roadways that are classified as major collectors or higher that increase multi-modal accessibility and connectivity to major centers or transit facilities – Major roadways already exist, but how to safely transmit regional commuters and provide local networks for residents and visitors.
2. Improve sidewalk and streetscape amenities along key corridors – SR-149, US-20, and Haglund Road are key arteries which connect neighborhoods, commerce, and recreational opportunities.
3. Encourage small grocery stores to provide daily necessary goods or local food for residents. Limit these establishments to within 1 mile of the Town center – Providing safe local roadways to encourage small businesses and restaurants to build within the community.
4. Maintain open space and provide a gathering place – Providing safe and convenient access to park space and regional trails.
5. Achieve a moderate level of density in the center. Typical range between 5-8 dwelling units per acre and non-residential floor area ratios between 0.5-1.0. Low-rise buildings, residential, and commercial development potentially with higher density for senior housing – Establishment of a downtown mixed-use area.

The livable communities plan agrees with the stated Burns Harbor Comprehensive Plan goals which are compatible with the NIRPC Livable Centers goals. However, this plan has identified two transportation related issues on pages 194 and 195. The traffic volume on US-20 is very high which discourages pedestrian and bicycle use. Also, based on Burns Harbor's walk score (www.walkscore.com), the Town is a car-dependent community with a score of 17. Designated truck routes make it dangerous for pedestrians to cross the street. There are no sidewalks along the US-20 corridor and pedestrian-vehicle conflicts have been reported.

NIRPC: NORTHWEST INDIANA (NWI) 2050 (2019) AND 2050+ (2023) PLANS

In 2019 this plan conducted a poll of 211 people from the region which asked, "What is most important to you?" 18% said regional accessibility to safely and equitably have access to working, playing, and living together. 24% said united region: celebrate diversity and racial/ethnic/cultural/political differences for mutual benefit of the region. 26% said region revitalization: energized urban and rural centers and safe and healthy environment. And 32% said Vibrant region: a thriving economy, people are well educated, growth is planned, natural and agricultural areas are valued and protected. Based upon the wide range of answers, this shows the importance the community places in safe and equitable accessibility, diversity, healthy urban and rural areas, and well-planned growth. It also emphasizes the tenants of the Safe Streets and Roads for All and the Safe System Approach.

Potential regional influences were identified which could impact the Town of Burns Harbor's transportation network. E-commerce is growing at a very high rate driven by online shopping demand and urban freight delivery growth estimated to be up by 40% by 2050 (page 11). Distribution centers and warehousing and jobs in information technology, logistics, and other technology positions are also growing. Blockchain (containerization) in freight promoting faster and autonomous delivery is also a strong potential for Burns Harbor's location given the proximity to interstate travel. Tourism in Northern Indiana is seeing growth from the elevation of the Indiana Dunes National Lakeshore into a national park. The housing market continues to grow in Burns Harbor due to the regional travel connectivity. Trade and tariff policy impacts the Town based on the effect on imported and exported goods from the regional manufacturing economy, Port of Indiana, heavy footprint in steel manufacturing, and lastly, entrepreneurial capacity. The population growth in Burns Harbor anticipates the rise of new business.

Mobility: The Northwest Indiana region (Lake, Porter, and LaPorte Counties) is home to 5,800 linear miles of roadway, 168 miles of off-road trails, and 70 miles of commuter rail. 10 independent transit operators also exist, but even with this, 85% of users still use their personal vehicles. The National Household Travel Survey identified 40% of trips are less than 2 miles.

Community: The National Association of Realtors state that more Americans are expressing a desire to live in communities with access to public transit, shorter commutes, and greater walkability. Younger individuals have also shown a desire to live in more dense, walkable environments.

Critical paths for future development: Three options for how Burns Harbor could approach their potential.

1. Embrace AI and e-commerce. Heavy transit and high-speed rail. No cars/parking. Create tight/compact communities with heavy embrace of environment and naturalization.
2. Smart growth around the new digital world. Growth is controlled around environmental protection. Connections between communities improve. No high-speed rail, but extensions of South Shore. Dense mixed-use, transit, and parks/sidewalks/trail emphasis.
3. Maintain the current scenario. Remain car dominant. Growth sporadic and disjointed. Neighborhoods remain disconnected and isolated from commerce and recreation.

The NIRPC 2050+ Plan identifies 3 phases to accomplish development goals:

1. Finding meaning: Evaluate and summarize trends and observations to help frame directions and priorities of successive plan phases.
2. Creating purpose: Evaluate facts to form regional guidance and policy, consider future scenarios, and set a preferred vision.
3. Purpose driven planning: shape the future of the region.

Conclusion: The Town of Burns Harbor is situated in an advantageous location for all sectors of growth from multi-modal freight blockchain and e-commerce to entrepreneurial and residential. Smart development of transit, safe access to highway for shorter commute times, and small town living with access to Lake Michigan, Little Calumet River, and Indiana Dunes National Lakeshore for environmental recreation. The planning of a safe transportation network is key to balance the intermingling of industry, residential, and recreation with proper connectivity.

NIRPC: TRANSIT ORIENTED DEVELOPMENT (TOD) PROGRAM FUNDING REPORT (2022)

Land use regulations should be updated to include pedestrian connectivity. If demand requires, accessibility by transit including bus stops and signage should be implemented to further eliminate dependence on personal vehicles. Support the Transit Development District (TDD) of the regional South Shore Corridor TOD areas to develop context appropriate strategies for the integration of different transit options and connections. Improving density and supporting centers for growth and revitalization helps to develop healthy and diverse livable areas. For the roadway users, the utilization of safety design standards are important to slow traffic speeds and implement techniques to reduce the number and severity of accidents.

The accessibility of open spaces and parks is important. And, providing more access for pedestrians and bicyclists helps to promote an active community. Accessibility of the South Shore will also help to reduce the dependence on personal vehicles. According to the South Shore (NICTD) 73% of ridership and 36 trains per day are focused on Hammond, Gary Metro, and East Chicago. This is due to residential density. According to the St. Louis TOD Framework Chapter 4 – TOD toolbox, researchers have found a tripling in ridership as average residential densities approach 30 units per acre. Business ridership indicates that employees do not tend to switch from personal vehicle to transit until the employment density reaches about 50-75 employees per acre.

POLICY AND PROCESS CHANGES

Processes with INDOT

Individuals may report a state highway safety concern via the INDOT4U portal:

<https://indot4u.511in.org/report>

State highways within Burns Harbor include I-94, US-20, US-12, and SR-149. Anyone can post a concern, report a problem, recommend signs, suggest adding a traffic light, or suggest removing a traffic light. The portal allows the commentor to upload up to eight pictures as well as a description of what work needs to be done at a location.

The Indiana Department of Transportation (INDOT) has published the “Non-Metropolitan Local Official Consultation Guidebook 02/22/21.”

https://www.in.gov/indot/files/INDOT-2021_NonMetro_Consultation_022221.pdf (Accessed 02/07/2025).

This guidebook offers the steps required to identify possible INDOT projects. It also provides guidance on who to contact.

Short-term project planning, programming, local coordination, and project management are handled by the LaPorte district office. The district office is the front line for interaction with the public and local elected officials.

INDOT LaPorte District, 315 E. Boyd Blvd. LaPorte, IN 46350

LaPorteDistrictCommunications@indot.in.gov

Burns Harbor is located within a Regional Planning Organization Consultation (RPO): the Northwestern Indiana Regional Planning Commission (NIRPC). “RPOs serve the transportation planning needs for small urban and rural areas and perform eligible planning activities that support local communities. In addition, RPOs provide support to INDOT planning teams in several key areas, including public outreach, technical assistance to local officials, and transportation-related data collection.”

To contact NIRPC, the Town may email Executive Director, Ty Warner at twarner@nirpc.com

POLICY CHANGES

Cities and towns have been evaluating their transportation networks using a “complete streets” approach. This entails a shift from large multi-lane roads to transportation corridors featuring infrastructure for bicycles, pedestrians, automobiles, on-street parking, public transportation, appropriate amounts of lighting, placement of pervious pavement, and tasteful native vegetation.

Burns Harbor should make the following Policy and Process Changes to improve the transportation network and grow in a safe and environmentally friendly way.

Bike and Pedestrian Infrastructure

- Require future developments to dedicate the appropriate widths of right-of-way for streets, pedestrians, and bicycles.
- Require future developments to construct bike and pedestrian infrastructure.
- Require future developments to install sidewalk or multi-use trails as part of subdivision infrastructure. This includes the sidewalk or trails within the right-of-way in front of out lots, conservation areas, or locations platted as open space or recreational areas.
- Update Town Code to include multi-use trail rules and regulations with regards to micromobility (i.e., electric bikes and golf carts)

Right-of-Way

Update Town Code to include:

- 80' Right-of-way
 - o Update the standard residential neighborhood sidewalk width to 5'.
 - o Require 10' minimum multi-use trails on one side of the road.

Photo Source: Google 2025



Exhibit: Typical Residential Neighborhood Cross Section. With 80 feet of right-of-way, one side of the street could have a 10' multi-use trail and the other side could have a 5' sidewalk.

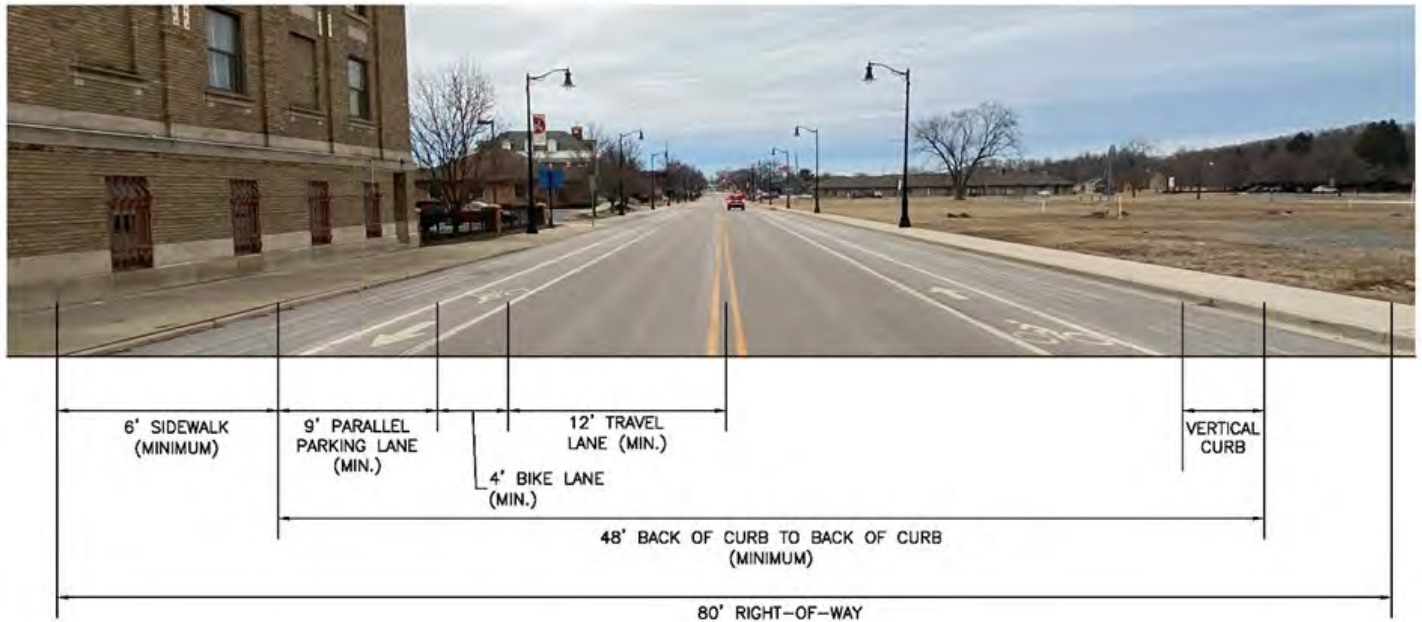


Exhibit: Typical Downtown Cross Section. With 80 feet of right-of-way, there would be room for angled parking instead of parallel parking as shown above.



Photo Source: Google 2025

The above photograph displays the simplicity of a well-planned commercial road. Vertical curb, storm sewer infrastructure, basic roadway lighting, a shared-use trail, and twelve-foot-wide travel lanes. With a right-of-way of 80', there is additional room for adding turn lanes and on-street parking depending on future lot owners' needs.

Lighting

- Residential neighborhoods should have one streetlight per intersection and one streetlight per cul-de-sac as provided by the NIPSCO LED Street Light Service.
- Downtown districts and commercial developments must provide roadway and multi-use trail lighting.
- Developers should provide a photometric plan for commercial and industrial developments.
- Lighting should also be designed to prevent light pollution onto neighboring parcels.

Other Developer Responsibilities

Update Town Code to include developer responsibilities:

- Perform roadway Traffic Study or roadway analysis as required by the Town of Burns Harbor.

Improve existing roadways

- Increased traffic may require additional lanes
- Increased pavement thickness for heavier traffic
- Addition of on-street parking

Improving existing intersections by adding turn lanes, traffic control (stop signs, traffic signals), and crosswalks.

- Constructing trail infrastructure and connections to existing infrastructure
- Require properties adjacent to state roadways to acquire an INDOT Driveway Permit prior to the issuance of a construction permit
- Developers are required to paint stop bars per Indiana Manual on Uniform Traffic Control Devices Section 3B.16.
- Developers are required to paint crosswalks per Indiana Manual on Uniform Traffic Control Devices Section 3B.18.

Policy and Process Changes overall conclusion:

The Town of Burns Harbor is located in a very advantageous location in terms of connectivity. Balancing multi-modal accessibility and safety is the primary goal of this Action Plan. Planning with this goal in mind will be critical to promote less car dependence, more pedestrian and non-vehicular accessibility, and systemic safety for current and future roadway development at all hierarchies. Strategic planning will need to be focused on all levels of users from commuters, industrial/trucking, residents, trail connections, down to pedestrian connectivity. This all starts with the primary task of the creation of a zero-fatality transportation network.

7-Strategy and Project Selections



Component 7 – Strategy and Project Selections

Component Summary: Identification of a comprehensive set of projects and strategies shaped by data, evidence, equity, and stakeholder input that will address safety issues described in the Action Plan. Strategies shall focus on the Safe System Approach and prioritized with a time range.

Safe System Approach

The U.S. Department of Transportation Federal Highway Administration has set a goal to eliminate fatal and serious injuries for all roadway users. Understanding that accidents happen, the following principles have been established to place safety at the forefront of the design and ownership of the transportation system.

Principle 1: Death/Serious Injury is Unacceptable. The transportation system should prioritize design and engineering solutions that result in the elimination of fatality and serious injury crashes.

Principle 2: Humans Make Mistakes. The transportation system should anticipate that mistakes will be made that lead to crashes. The system should be designed to accommodate human error and injury tolerances to avoid death and serious injury.

Principle 3: Humans are Vulnerable. Design of the transportation system should be human-centric. Understand human vulnerabilities and tolerance for crash forces and accommodate design that avoids these issues.

Principle 4: Responsibility is Shared. All components of the transportation system from the users, managers, infrastructure, safety elements, vehicle manufacturers, etc. share a responsibility that crashes do not lead to fatal or serious injuries.

Principle 5: Safety is Proactive. The transportation system should be reviewed proactively to identify and mitigate risks which may lead to crashes.

Principle 6: Redundancy is Crucial. The strength of a transportation system that focuses on safety is the reduction of risks through redundant measures to ensure that if one measure fails, another will be there to protect people.

There are five safe system elements that play an integral role in providing layers of protection across the entire transportation system: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. A safe transportation system identifies all the potential users of the system including those who walk, bike, drive, etc. The vehicles that these users operate should incorporate the latest safety technologies and be regulated to minimize the occurrence and severity of accidents. Speed plays a pivotal role in injury severity. Providing safe speeds can accommodate human injury tolerances as well as providing time for users to improve their visibility and react accordingly. Safe roads designed to accommodate human mistakes perform many different actions to eliminate severe crashes. Examples of this include the separation of users traveling at different speeds, allowing time for different users to navigate through the same space, and methods for alerting users to hazards and areas of conflict. Acknowledging that crashes happen places an importance on post-crash care. Providing a system that allows first responders to quickly access injured users and provide transport to medical facilities helps to manage when incidents occur. Post-crash care also includes crash site and forensic analysis so that incidents are managed and reported properly to assist in providing information which will be used for system improvement.

Traditional roadway safety has focused on preventing crashes and modifying human behavior. The Safe System Approach refocuses this approach toward designing a transportation system that anticipates human error and lessens crash severity to eliminate fatalities and severe injuries.



image Source: USDOT FHWA Website

Systemic Improvements

The Town of Burns Harbor should create a systemic program to clear vision triangles of vegetation, and brush. For example, the intersection of Old Porter Road and SR-149 and the intersection of North Boo Road and Salt Creek Road have been suggested. This systemic improvement is eligible for the Indiana Department of Transportation's Highway Safety Improvement program grant.

The Town of Burns Harbor should create a systemic program to replace street name signs along US-20, US-12, and SR-149 with updated signs D3-1 and D3-1a that meet the Indiana Manual on Uniform Traffic Control Devices section 2C.36.

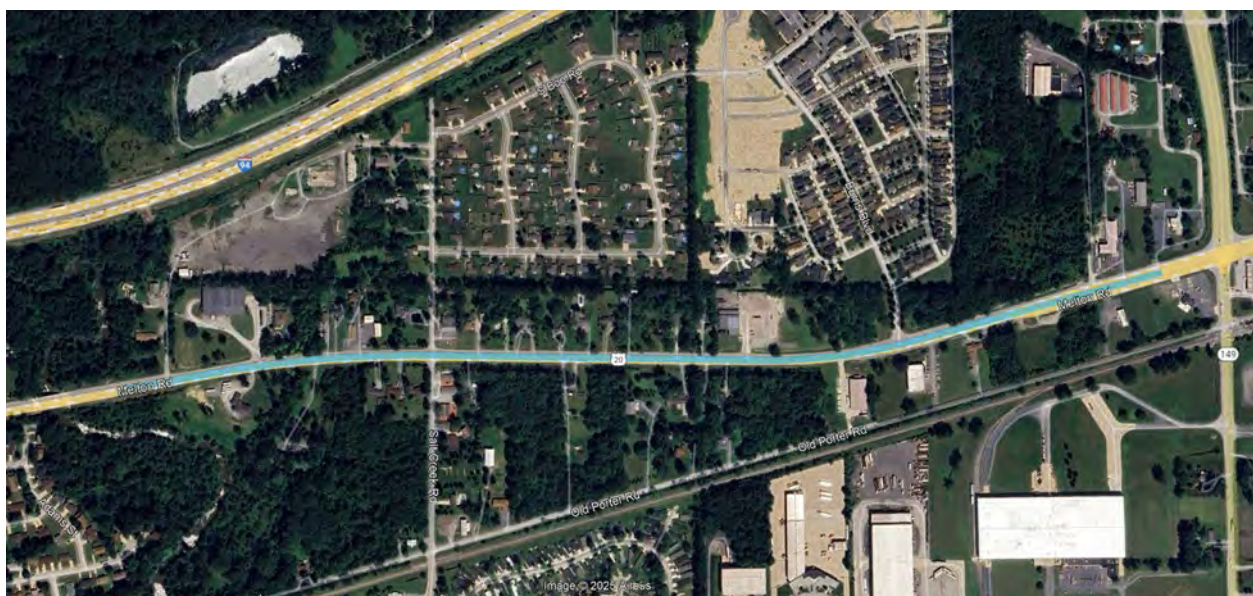


Table 2D-2. Recommended Minimum Letter Heights on Street Name Signs

Type of Mounting	Type of Street or Highway	Speed Limit	Recommended Minimum Letter Height	
			Initial Upper-Case	Lower-Case
Overhead	All types	All speed limits	12 inches	9 inches
Post-mounted	Multi-lane	More than 40 mph	8 inches	6 inches
Post-mounted	Multi-lane	40 mph or less	6 inches	4.5 inches
Post-mounted	2-lane	All speed limits	6 inches*	4.5 inches*

* On local two-lane streets with speed limits of 25 mph or less, 4-inch initial upper-case letters with 3-inch lower-case letters may be used.
Data Source: 2011 Indiana Manual on Uniform Traffic Control Devices with Revisions 1,2, &3

US-20 was originally opened to traffic in 1932, however, as time passed traffic volumes have increased, businesses have opened, and subdivisions have been built along the highway. Today, this highway sees nearly 13,000 A.A.D.T. (Annual Average Daily Traffic). Rear-end collisions occur frequently on this stretch of roadway. Burns Boulevard and Salt Creek Drive are two intersections that could use dedicated left turn lanes from US-20, however, there are numerous homes and businesses near those intersections that would also benefit from a left turn lane. The most logical solution to reduce rear-end collisions on this stretch of US-20 would be the construction of approximately one-mile of a two-way left turn lane (TWLTL) as indicated by the blue line along US-20 on the graphic below.



(Map Data: Google and 2025 Airbus)

The construction of a two-way left turn lane would be a long-term project requiring collaboration and coordination with the Indiana Department of Transportation.

As outlined in the Safety Analysis section, there are intersections within Burns Harbor that have a higher occurrence rate of property damage and injury crashes. Safety improvements can be made at each location which can be as simple as providing new signage or removing brush from intersection lines of sight; or, improvements can be major such as adding a lane, a traffic light, or possible re-construction of an entire intersection. Improvements listed in this section begin as lower cost and short-term solutions and as the list continues, the complexity and cost of the solution increases. Solutions provided in the following action tables and exhibits are from Proven Federal Highway Administration Countermeasures, the Indiana Manual on Uniform Traffic Control Devices, and from experience-based engineering judgement. The following solutions should be treated as suggestions and are not considered to be an engineering drawing or design. Further collection of data and creation of construction plans will need to be performed for many of the solutions given below.

REMOVE EXISTING SIGN W1-7, REPLACE WITH ONE WAY R6-1L

INSTALL:
 "INTERSECTION WARNING SIGNS"
 W2-2R OR W2-2L, "ADVISORY
 SPEED" PLAQUE W13-1P, AND
 SUPPLEMENTAL BEACON
 APPROXIMATELY 275' AHEAD OF
 THE TURN LANE TAPER, AND NO
 CLOSER THAN 100' TO ANY
 OTHER SIGN.

SUPPLEMENTAL BEACON

W13-1P

REPAIR OR REPLACE INOPERATIVE HIGHWAY ILLUMINATION FIXTURES

R1-2

M3-4 WEST EAST M3-2

M1-4 LEFT RIGHT M1-6

INSTALL SIGNS

INSTALL PAVEMENT ARROWS PER MUTCD SECTION 3B.20

INSTALL WIDE SOLID WHITE LANE LINE APPROX. 150' FROM TRANSVERSE PAVEMENT MARKINGS AS SHOWN.

INSTALL DOTTED WHITE LANE LINE AS SHOWN.

NOTES:
 - PLACEMENT OF WARNING SIGNS SHALL MEET THE GUIDELINES SET IN SECTION 2C.05 OF THE MUTCD.
 - SIGN HEIGHT AND PLACEMENT SHALL MEET SECTION 2A.16 OF THE MUTCD.

US-12 and SR-149 Action Table

REF.	LOCATION	ACTION ITEM DESCRIPTION	PROVEN FHWA SAFETY COUNTER-MEASURE	PROBLEM/ USER ADDRESSED	TIMEFRAMES	LEAD	APPLICABILITY	REASONING	EQUITY FACTOR
1.1	US-12 & SR-149	Implement Systemic Signing and marking improvements at stop controlled intersections	FHWA-SA-21-031	All	Medium	Municipality with INDOT Approval	All Crashes	Safety Analysis Crash Data	No
1.2	US-12 & SR-149	Provide Intersection Lighting	FHWA-SA-21-050	Left Turn, Failure to Yield, following too closely	Medium	INDOT	nighttime,	Town stake holders indicated that lighting at this intersection is poor or inoperative.	No
1.3	US-12 & SR-149	Install a traffic signal	No	Angle	Long	INDOT	left turn	This intersection was signalized in the past. The intersection already has many FHWA countermeasures installed since the removal of the signal. This may be a perfect location for the construction of a "Green T Intersection"	No
OR									
1.4	US-12 & SR-149	Conversion of Intersection into High Speed/multi-lane Roundabout	FHWA-SA-21-042	All	Long	INDOT	All Crashes	Safety Analysis Crash Data	No
OR									
1.5	US-12 & SR-149	Conversion of Intersection into a Continuous Green T Intersection	FHWA-SA-09-016	Angle, Rear End, Sideswipe	Long	INDOT	Left Turn, Failure to Yield	Safety Analysis Crash Data	No

Continuous Green T (C.G.T.) Intersection

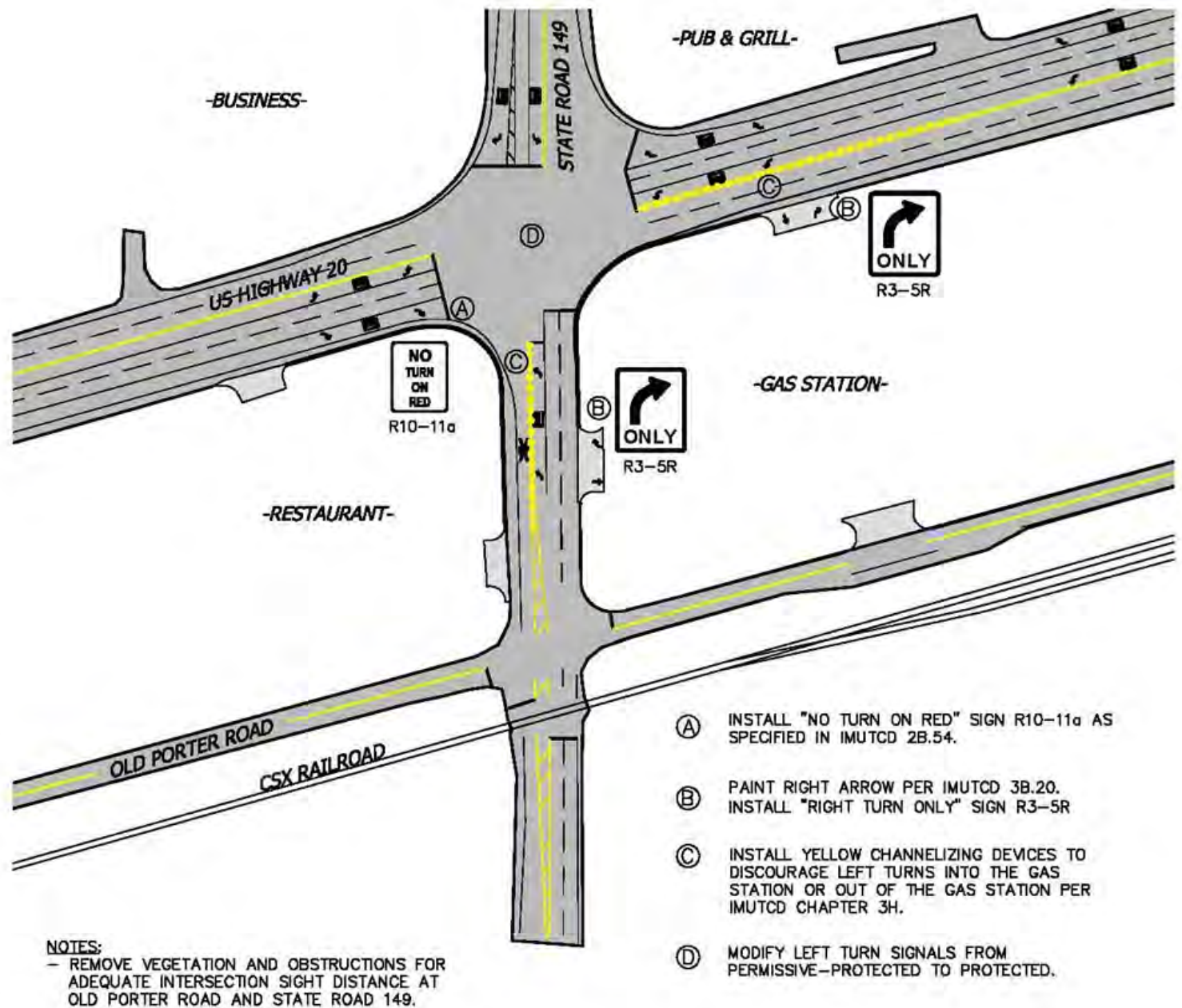


(Data Source: Virginia Department of Transportation, <https://youtu.be/Tp9cXTAp1o?si=LK9pZnqH0inpO9OY>)

US-20 and SR-149

This section incorporates four high-crash areas into a single exhibit and one action table.

- US-20 and SR-149
- SR-149 and Old Porter Road
- Luke Gas Station and US-20
- Luke Gas Station and SR-149





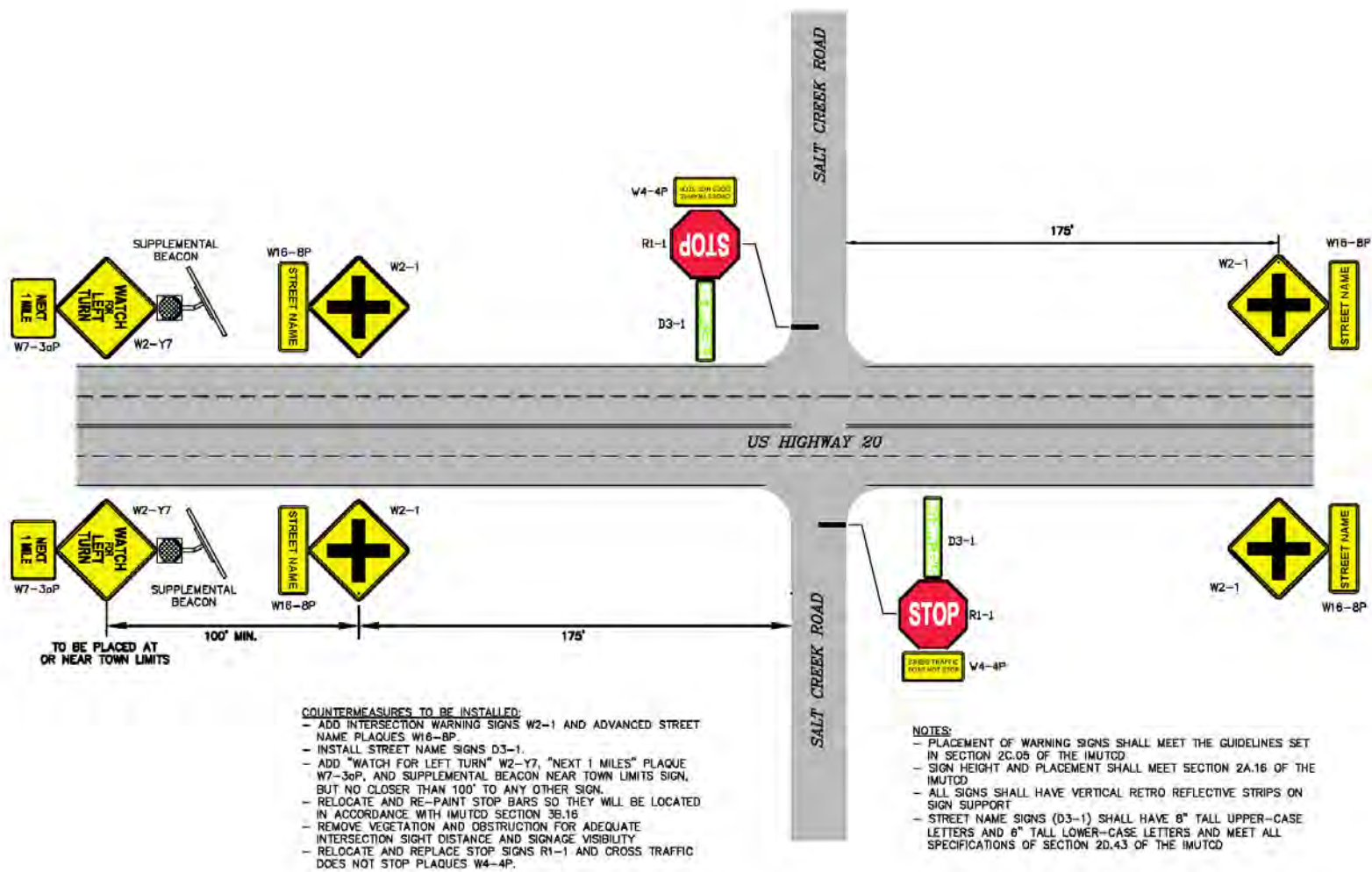
Example of quick curb and channelization/delineator device

US-20 and SR-149 Action Table

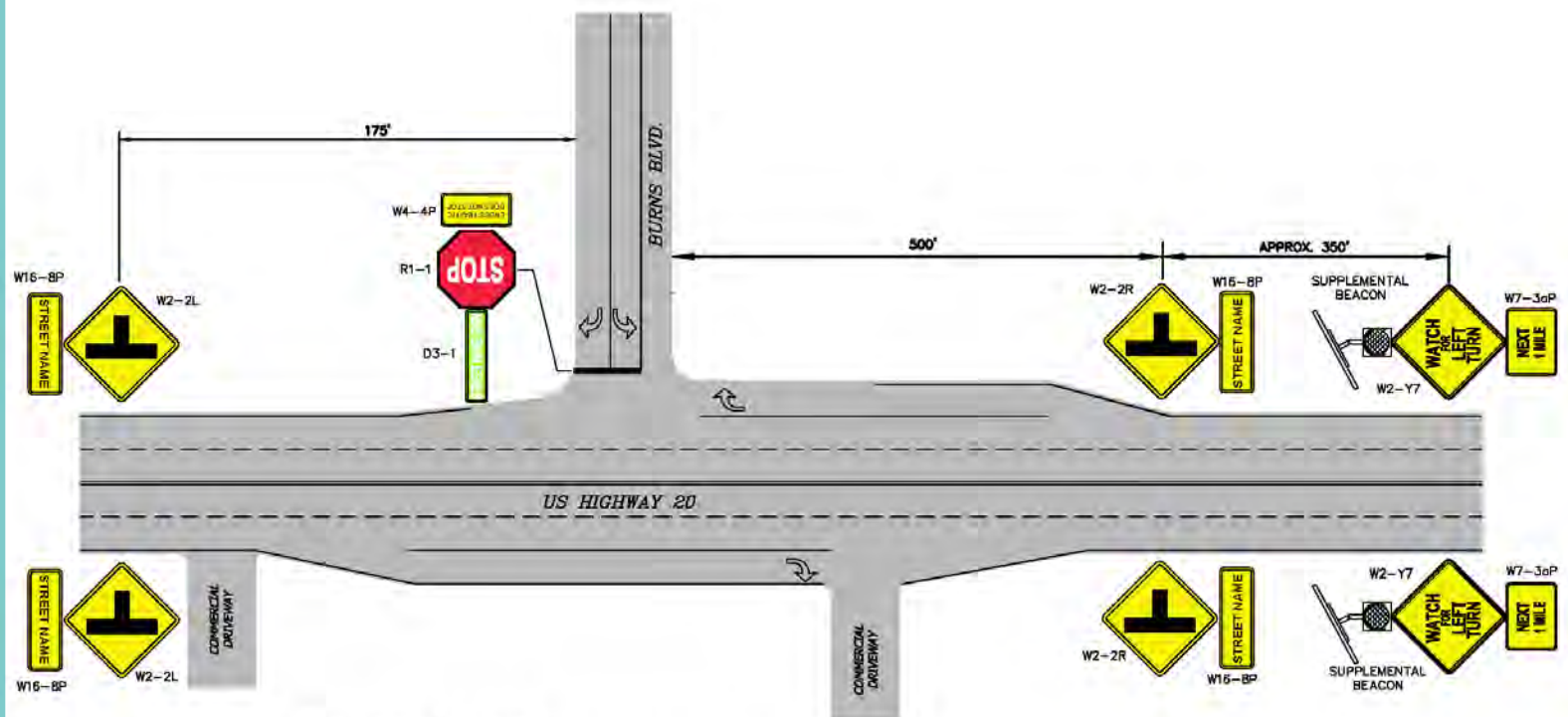
REF.	LOCATION	ACTION ITEM DESCRIPTION	PROVEN FHWA SAFETY COUNTER-MEASURE	PROBLEM/ USER ADDRESSED	TIMEFRAMES	LEAD	APPLICABILITY	REASONING	EQUITY FACTOR
2.1	SR-149 & OLD PORTER ROAD	INCREASE TRIANGLE SIGHT DISTANCE	CMF Clearing House	Failure to Yield	Short	Municipality or INDOT	Trim vegetation along Old Porter Rd and CSX Railroad so SR-149 Traffic can be seen from vehicles at the stop bar on Old Porter Road	This is a systemic program that the Town should review at all intersections	No
2.2	US-20 & SR-149 US-20 EAST-BOUND RIGHT TURN	Add "No turn on Red" sign	CMF Clearing House	Following too Closely & Failure to Yield	Medium	Municipality with INDOT Approval	right turn	Allow more time for traffic to clear at State Road 149 & Old Porter Road	No
2.3	SR-149 & LUKE GAS STATION	Add delineators to make Luke's West entrance Right turn In and Right Turn out	FHWA-SA-21-040	Failure to Yield	Medium	INDOT	left turns	Reduce failure to yield accidents	No
2.4	US-20 & LUKE GAS STATION	Add delineators to make Luke's North entrance Right turn In and Right Turn out	FHWA-SA-21-040	Failure to Yield	Medium	INDOT	left turns	Reduce failure to yield accidents	No
2.51	US-20 & SR-149 US-20 EAST-BOUND LEFT TURN	Change Left- Turn Phase from permissive-protected to Protected	CMF Clearing House	Left Turn & Failure to Yield	Medium	Municipality with INDOT Approval	left turn	Reduce failure to yield accidents	No
2.52	US-20 & SR-149 SR-149 SOUTH-BOUND LEFT TURN	Change Left- Turn Phase from permissive-protected to Protected	CMF Clearing House	Left Turn & Failure to Yield	Medium	Municipality with INDOT Approval	left turn	Reduce failure to yield accidents	No
2.53	US-20 & SR-149 SR-149 NORTH-BOUND LEFT TURN	Change Left- Turn Phase from permissive-protected to Protected	CMF Clearing House	Left Turn & Failure to Yield	Medium	Municipality with INDOT Approval	left turn	Reduce failure to yield accidents	No
2.54	US-20 & SR-149 US-20 WEST-BOUND LEFT TURN	Change Left- Turn Phase from permissive-protected to Protected	CMF Clearing House	Left Turn & Failure to Yield	Medium	Municipality with INDOT Approval	left turn	Allow more time for traffic to clear at State Road 149 & Old Porter Road, reduce failure to yield accidents	No
2.6	US-20 & SR-149	Pedestrian Infrastructure		Pedestrian Action	Long	INDOT		See multi-use trails section, Priority corridor #4, US-20 Trail Corridor	Yes

The intersections of Salt Creek Road and US-20 and Burns Boulevard and US-20 have had numerous accidents since 2019. These intersections serve residents of the Harbor Trails and Village of Burns Harbor subdivisions. Most of the accidents have been rear-end crashes while motorists wait to turn left from US-20. These locations would benefit from the installation of a two-way left turn lane in the long-term. The graphics below illustrate short-term solutions showing signage countermeasures.

US-20 and Salt Creek Road



US-20 and Burns Boulevard



COUNTERMEASURES TO BE INSTALLED:

- ADD INTERSECTION WARNING SIGNS W2-2R (W2-2L) AND ADVANCED STREET NAME PLAQUES W15-8P.
- INSTALL STREET NAME SIGNS D3-1.
- ADD "WATCH FOR LEFT TURN" W2-Y7, "NEXT 1 MILES" PLAQUE W7-3aP, AND SUPPLEMENTAL BEACON APPROXIMATELY 850' EAST OF BURNS BLVD, BUT NO CLOSER THAN 100' TO ANY OTHER SIGN.
- RELOCATE AND RE-PAINT STOP BARS SO THEY WILL BE LOCATED IN ACCORDANCE WITH MUTCD SECTION 3B.16
- REMOVE VEGETATION AND OBSTRUCTION FOR ADEQUATE INTERSECTION SIGHT DISTANCE AND SIGNAGE VISIBILITY
- RELOCATE AND REPLACE STOP SIGN R1-1 AND CROSS TRAFFIC DOES NOT STOP PLAQUE W4-4P.

NOTES:

- PLACEMENT OF WARNING SIGNS SHALL MEET THE GUIDELINES SET IN SECTION 2C.05 OF THE MUTCD
- SIGN HEIGHT AND PLACEMENT SHALL MEET SECTION 2A.16 OF THE MUTCD
- ALL SIGNS SHALL HAVE VERTICAL RETRO REFLECTIVE STRIPS ON SIGN SUPPORT
- STREET NAME SIGNS (D3-1) SHALL HAVE 8" TALL UPPER-CASE LETTERS AND 6" TALL LOWER-CASE LETTERS AND MEET ALL SPECIFICATIONS OF SECTION 2D.43 OF THE MUTCD

The table below displays a list of possible countermeasures that could be added following correspondence and collaboration with INDOT. Items 3.1 and 7.1 could be added first while traffic studies and engineering occur for the design and implementation of traffic signals and two-way left turn lanes.

US-20, Salt Creek Rd, and Burns Blvd. Action Table

REF.	LOCATION	ACTION ITEM DESCRIPTION	PROVEN FHWA SAFETY COUNTER-MEASURE	PROBLEM/ USER ADDRESSED	TERM LENGTH	LEAD	EQUITY FACTOR
3.1	US-20 & SALT CREEK RD	Implement Systemic Signing and marking improvements at stop-controlled intersections	FHWA-SA-21-031	Failure to Yield, Following too closely	Medium	Municipality with INDOT Approval	No
3.2	US-20 & SALT CREEK RD	Install a traffic signal & left turn lane	CMF ID: 7966	All Crashes	Long	INDOT	No
7.1	US-20 & BURNS BLVD	Implement Systemic Signing and marking improvements at stop-controlled intersections	FHWA-SA-21-031	Failure to Yield, Following too closely	Medium	Municipality with INDOT Approval	No
7.2	US-20 & BURNS BLVD	Install a traffic signal & left turn lane	CMF ID: 7966	All Crashes	Long	INDOT	No
3 & 7	US-20 WEST OF SR 149	Install TWLTL (Two-way left turn lane)	CMF ID: 10755	Failure to Yield, Following too closely	Long	INDOT	No

Marquette Greenway SR-149 Safety Enhancement

The Burns Harbor segment of the Marquette Greenway opened to the public in the Fall of 2024. One large obstacle for the trail was crossing SR-149. To facilitate the safe crossing of the highway, a crosswalk was painted across the road and Rectangular, Rapid-Flashing Beacons were installed facing Northbound and Southbound traffic. However, citizens have questioned the safety of this expansive crosswalk that crosses four lanes of traffic, a paved median, two paved shoulders, and a left-turn lane. In total, the crosswalk spans approximately ninety feet of paved roadway. It takes an average person nearly 20 seconds to cross SR-149 uninterrupted by traffic. As pedestrian traffic increases, as well as the population of Burns Harbor, additional proven countermeasures will be needed at this crossing. The installation of a Median and Pedestrian Refuge Island will need to be installed. Additionally, pedestrian crossing signs with Rectangular Rapid-Flashing Beacons facing North and Southbound traffic will also need to be placed within the island. (Proven Countermeasure: FHWA-SA-21-044, CMF ID=175)



Image Source: Google 2025

In addition to the construction of a Median and Pedestrian Refuge Island, street lighting should also be added to this intersection. The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian (Proven Countermeasure: Part of FHWA-SA-21-049, CMF ID=436).



Pedestrian Refuge Island – Michigan City, IN

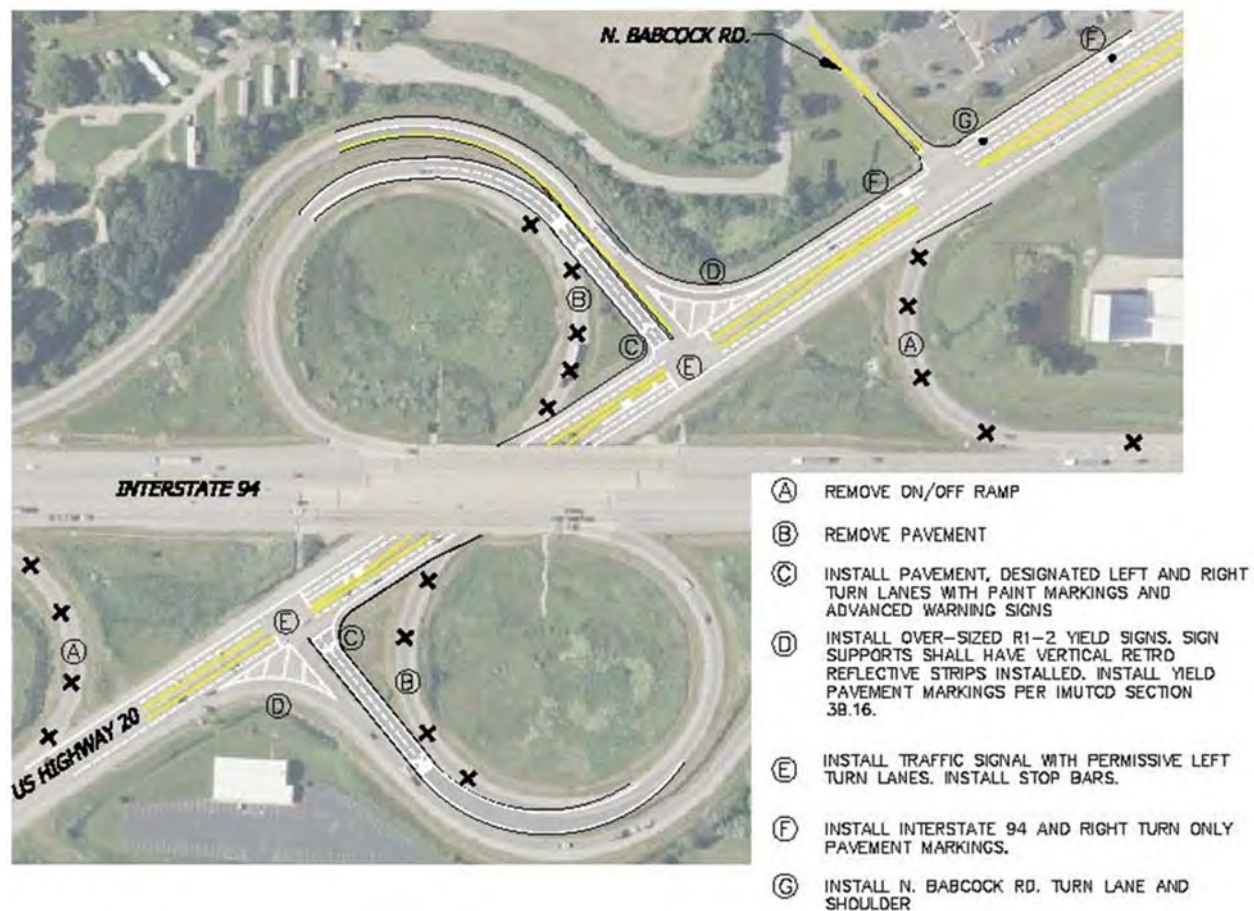
US-20; SR-149 to North Babcock Road

US-20 between SR-149 and North Babcock Road has a long history of crashes resulting in injury. In approximately 1.2 miles, US-20 has multiple offset driveways, two on-ramps, two off-ramps, and roadway intersections with SR-149, Lions Drive, Verplank Road, and North Babcock Road. Of these intersections, only two are controlled. The first traffic light is at SR-149, and the second traffic light is at the Pilot Travel Center. A total of twenty-one driveways serve approximately seventeen businesses ranging from truck repair facilities, a travel center, a hotel, multiple car dealers, and a bar and grill.



There are already several countermeasures at work on this stretch of US-20. Unfortunately, the remaining countermeasures are all long-term, high cost, and will require oversight and engineering to be done under the jurisdiction of INDOT.

1. Acquire right-of-way as needed to widen US-20.
2. Add dedicated left turn lanes for intersecting roads and install a two-way center left turn lane for all driveways in between.
3. Add designated right turn lanes to both East and Westbound lanes of US-20.
4. Create a road-diet at the I-94 and US-20 interchange by removing two of the ramps and adding two traffic signals (see exhibit below).



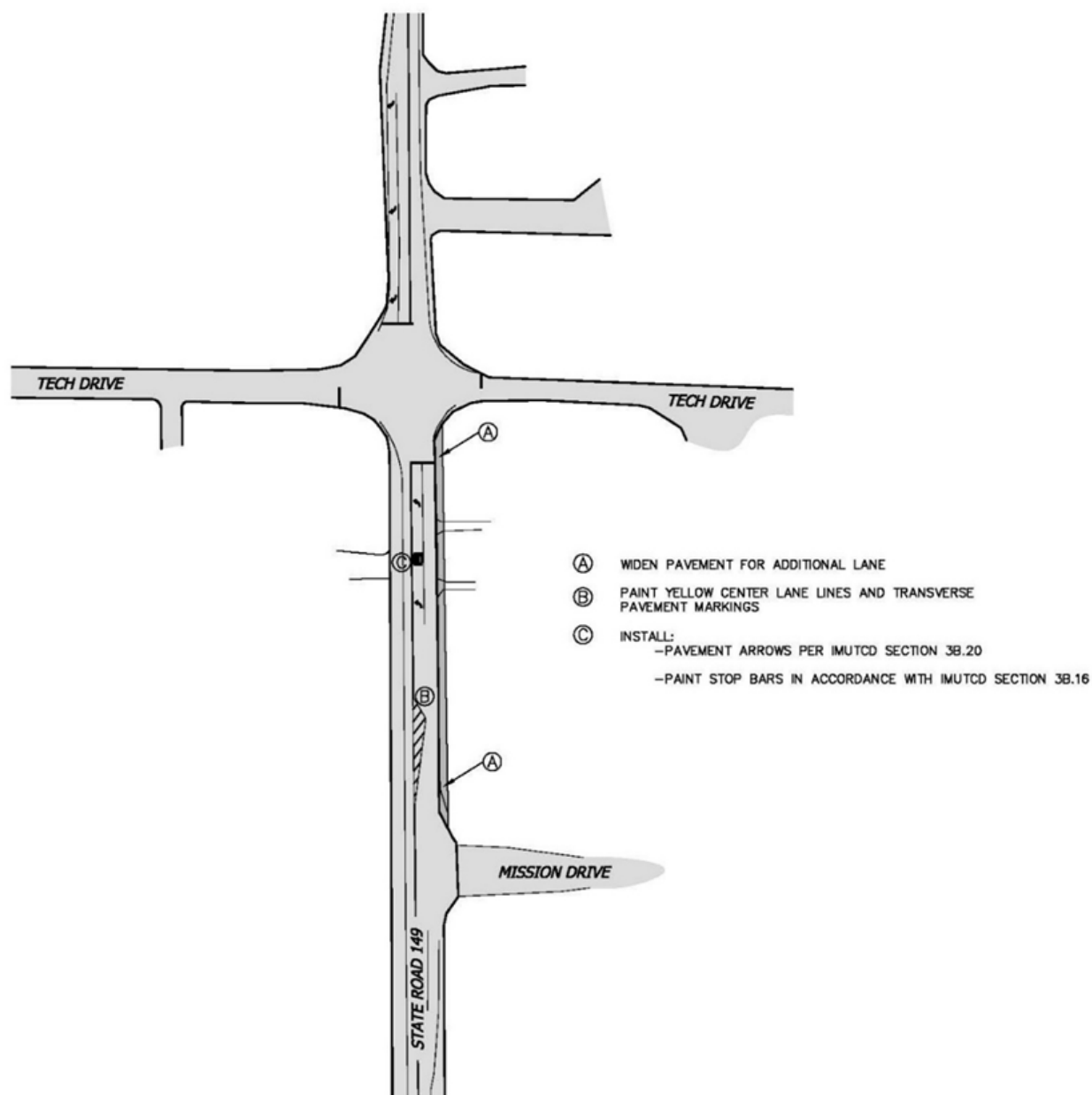
By removing two of the off-ramps and creating two traffic signal-controlled intersections, motorists will be required to slow down or stop at the intersections. This will also allow more time for vehicles to enter and exit at Babcock Road, Verplank Road, and the commercial driveways.

Multi-use trails or sidewalks could also be added along both sides of US-20 under I-94. Crosswalks and pedestrian signals could be included with the traffic signals at the Interstate 94 Ramps.

The process for changing an interstate access point must follow the 2013 Indiana Design Manual, Chapter 48. Direct involvement with INDOT and review by the Federal Highway Administration will also be required. Revising the interstate access must comply with AASHTO's: "A Policy on Design Standards – Interstate System (Interstate Standards)" and the 2013 Indiana Design Manual.

SR-149 and Tech Drive

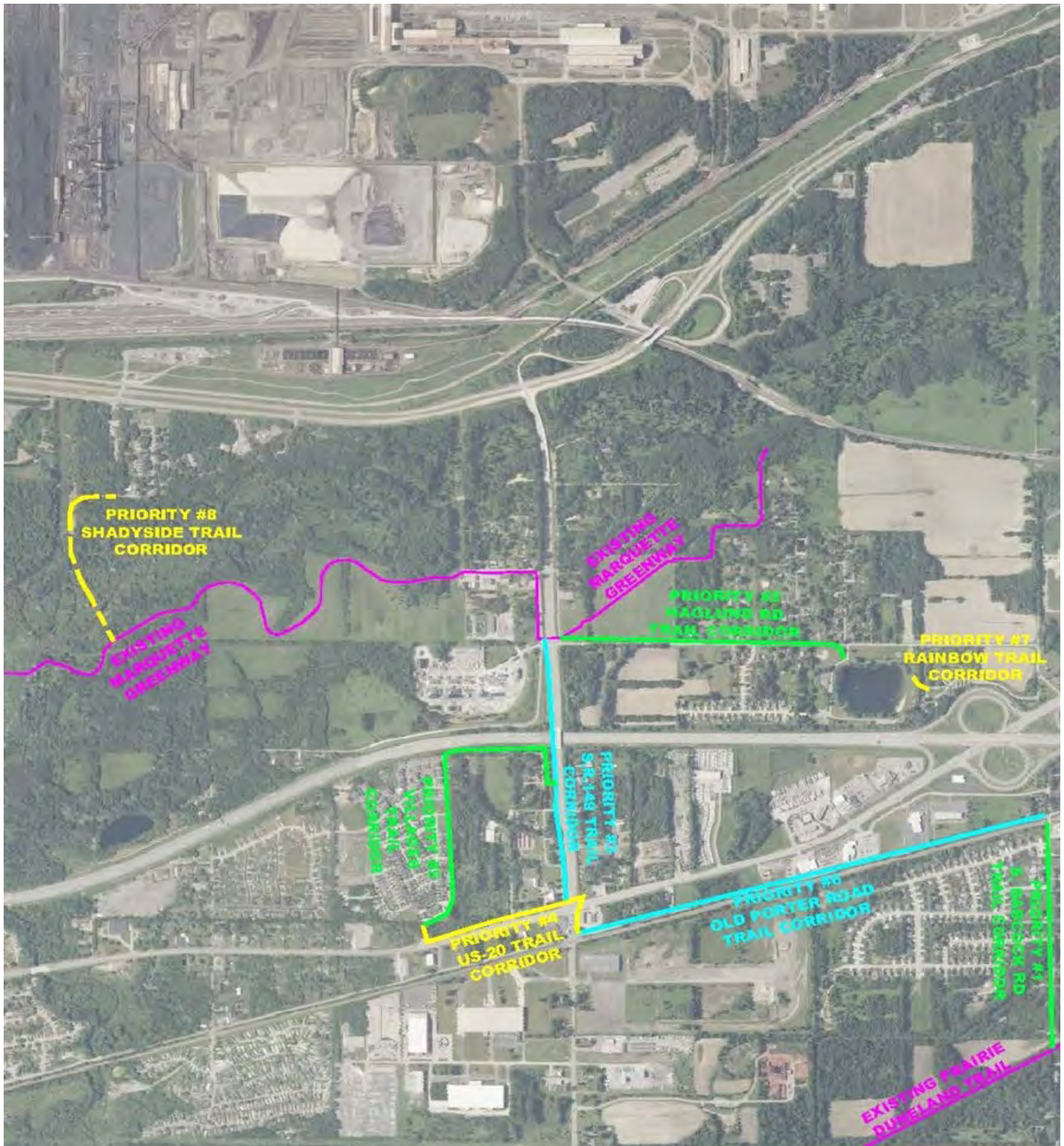
The intersection of SR-149 and Tech Drive is a concern of residents as noted in the Engagement and Collaboration component of this report. Community members mentioned that truck traffic turning onto Tech Drive from SR-149 caused traffic to back up. Accidents on this road had primary factors of following too closely, cell phone usage, and improper turning.



The exhibit above shows the addition of a Northbound left turn lane on SR-149. By creating a left turn lane traffic will be less likely to back up which causes delays. Also, the added lane should eliminate unexpected stopped traffic accidents. Right-of-way is limited along this portion of SR-149. Right-of-way design and acquisition will be required as well as geometric design prior to the construction of any additional lanes.

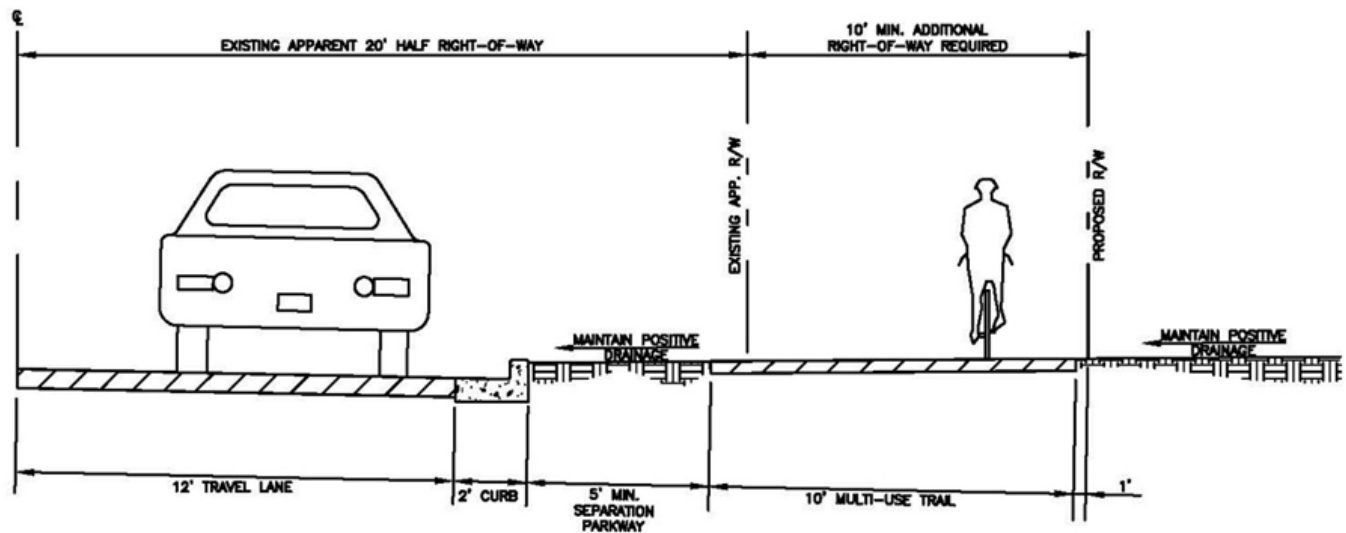
Multi-Use Trails

Equity considerations as well as input from residents have identified a lack of safe pedestrian and non-motorized transportation infrastructure. On the North side of Town, the Marquette Greenway exists at Navajo Trail and on the South side of Town, the Prairie Duneland Trail exists at South Babcock Road. However, residents have stated that they would like an interconnected safe route from their homes to the two trails, to Lakeland Park, and to the commercial district along US-20. The exhibit below illustrates potential routes, and the priority of multi-use trail corridors based on public input. The Priority 7 Rainbow Trail and Priority 8 Shadyside Trail Corridors were added to ensure that no neighborhoods in the Town of Burns Harbor are left underserved.

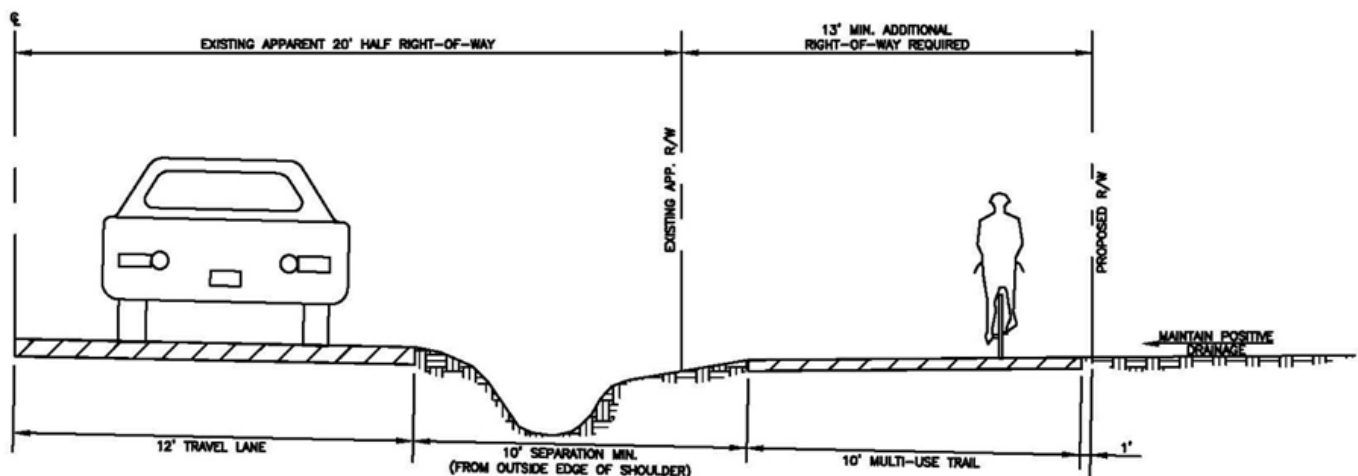


Trail Corridors 1, 2, and 6 (South Babcock, Haglund, and Old Porter Road) are adjacent to un-improved roadways. These roadways consist of non-conforming travel lane widths, steep shoulders, roadside ditches, and narrow forty-foot un-platted rights-of-way. Before any construction begins, right-of-way will have to be acquired to accommodate the existing road, the separation requirements between the trail and the roadway, and the width of the trail.

If a narrower road and trail footprint is desired, a curb can be installed along the road as shown in the exhibit below. However, the addition of curb to the roadway would require extensive drainage improvements and engineering to prevent ponding of water in the road and on adjoining parcels.



If right-of-way widths are not a concern, or roadway and drainage improvements are not feasible, the trail can be added along the non-curb roadway. However, the distance between the travel lane and the trail must be at least ten-feet as shown in the figure below. The trail must also be constructed in a manner that will not disrupt drainage from yards to the roadside ditches.



Trail corridors 3 and 4 will require an extensive amount of coordination with the Indiana Department of Transportation, including the addition of pedestrian crossings at the intersection of US-20 and SR-149 as well as the construction of the trail in INDOT right-of-way. All construction within INDOT right-of-way must meet INDOT Design Manual Chapter 51-1.0 Accessibility and Chapter 51-7.0 Nonmotorized-Vehicle-Use Facility. Additionally, the SR-149 bridge over I-94 will need to be modified to separate pedestrian and bicycle traffic from highway traffic similar to the image below.



US-12 bridge over Trail Creek – Michigan City, IN

Trail Safety

Education:

Through the Safe Streets and Roads for All grant, the Town of Burns Harbor has created a safety enhancement demonstration project. In response to this requirement, the Marquette Greenway Users & Safety Guide was drafted. This guide provides: “before you go information”, “trail guidelines”, “road & driveway crossings”, and guidance for the operation of the Rectangular Rapid-Flashing Beacons. This public education campaign aims to provide safety information in a non-construction manner to promote safe trail users. To supplement the users and safety guide, the Town of Burns Harbor should collaborate and collectively work with neighboring communities to host seasonal family friendly trail safety sessions. These sessions could be hosted by an educator, police officer, or a park department official. If the Indiana Department of Transportation is included in these sessions, there will be an opportunity for every first-grade and second-grade student to receive free safety gear through the Bike IN Safe program.

<https://bikesafeindiana.com/>



Enforcement:

Residents who participated in community engagement noted complaints about trail users not stopping at intersections with roadways. To promote safe driving and safe cycling, it is recommended that police officers consider targeted enforcement to increase compliance with traffic laws.



Marquette Greenway Users & Safety Guide

Before You Go

- Be prepared for weather conditions
- Stay hydrated
- Bring snacks
- Plan your route
- Prepare your cellphone
- Know your limitations
- Inspect any necessary equipment for safety



- Wear sunscreen
- Bring a bike lock
- Inspect & pack:
 - o Band-aids
 - o Cash and credit cards
 - o Identification
 - o Bug spray
 - o Helmet & safety gear



Trail Guidelines

- Respect all trail users
- Be alert for all types of trail users
- Keep pets leashed & under control
- Stay on the trail, do not trespass on private property
- Keep to the right side of the trail
- Do not litter
- Be alert for frogs, snakes, and turtles on the trail



- Yield to users passing from behind
- Reduce speed
 - o around sharp curves
 - o near other users
- Pass on the left side of the trail
- Pickup after your pets



Road & Driveway Crossings

- Stop and look both directions and only cross when traffic is clear at road crossings
- Slowest and youngest trail users should go first
- See and be seen
- Be alert when crossing driveways
 - o Always yield to the motorist that may not see you



State Road 149 Crossing



1st – Stop at Stop Sign

2nd – Push Button to activate warning lights
Notice Warning lights are to notify motorists to use caution, NOT to stop traffic.

3rd – Look left and right, cross roadway when traffic is clear



GREENWAYS + BLUEWAYS
NORTHWEST INDIANA REGIONAL MAP



This guide was brought to you by the Town of Burns Harbor Redevelopment Commission and the Safe Streets for All Task Force Committee.

Potential Funding Sources and Programs for Implementation

Federal and State funding programs for transportation projects with the goal of positive impact on safety are available for the implementation of action plans. The following are several potential funding resources for Town of Burns Harbor transportation projects:

Highway Safety Improvement Program (HSIP) (recommended by FHWA)

Projects with a goal to achieve significant reduction in traffic fatalities and serious injuries on all public roads. Uses a data-driven strategic approach with a focus on performance. Legislated under Federal Highway Administration (FHWA) Section 148 of Title 23 of US Code and regulated under Part 924 of Title 23 Code of Federal Regulations. This program is funded through the FHWA and administered through the Indiana Department of Transportation (INDOT). Projects must follow the FHWA HSIP program and INDOT Strategic Safety Plan (SHSP) as well as the Railway-Highway Crossing Program (RHCP). The Safe System Approach shall be utilized for project solutions.

INDOT has identified a list of approved traffic safety low-cost improvements that are typically eligible to be constructed using the HSIP. National research along with Indiana state data has shown that overall numbers of crashes with serious injury and fatal outcomes can be reduced by implementing proactive improvements to prevent crashes and mitigate crash severity. Many of these improvements are utilized on State and US highways and are recommended for use on local roads as well:

1. Conduct inventory of traffic signs and upgrade warning and regulatory signs to meet MUTCD retro-reflectivity requirements
2. Improve the visibility of curves by upgrading curve warning signs and markings
3. Improve visibility of unsignalized intersections by installing upgraded/new warning devices
4. Install vehicle activated advanced warning systems at rural, unsignalized intersections
5. Install new pedestrian crosswalk warning signs, flashing beacons or special pavement markings
6. Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic
7. Install pedestrian push button Countdown and Audible (APS) heads on traffic signals
8. Make changes to yellow interval traffic signal timing or signal interconnect to improve safety
9. Upgrade traffic signals to a minimum of one signal head per travel lane
10. Install black backing plates with reflective border on all traffic signal heads
11. Install UPS battery backup (emergency power) systems at traffic signal locations for continuous use during power outages
12. Install emergency vehicle pre-emption systems at traffic signal locations to reduce response times and increase safety as emergency vehicles pass through intersections
13. Improve visibility of intersections by providing lighting
14. Improve sight distance at intersections by installing slotted left turn lanes
15. Install or upgrade passive or new active warning devices at railroad crossings
16. Install railroad pre-emption systems at signalized intersections that are within the influence area of crossing railroad trains
17. Install new centerline or edge line pavement markings on unmarked roadways
18. Install raised medians for access control at intersections and roadway segments
19. Add centerline and/or edge line rumble stripes (pavement markings over the rumble) to rural roads
20. Complete road diet projects at locations that can be accomplished using signs and pavement markings (Not Applicable to pavement reconstruction or geometric modifications)
21. Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations
22. Upgrade guardrail end treatments to current standards
23. Install guardrails or median barriers at locations where none existed previously
24. Install median cable barrier systems on divided roads with grass medians
25. Remove or shield permanent roadside safety obstructions

INDOT Strategic Highway Safety Plan (SHSP) – Required by Title 23 of US Code 148

Federally required statewide comprehensive safety plan to provide guidelines for stakeholders with a goal to reduce highway fatalities and serious injuries on all public roads. Data-driven way to identify critical safety problems and opportunities resulting from traffic incidents. Promotes coordination and cooperation to annually implement action plans as part of federal required safety action and reporting.

Indiana Emphasis Areas identified to represent having the greatest potential to reduce fatalities and serious injuries (percentage of total fatalities and serious injuries 2015-2019) Burns Harbor high-crash primary factors **in bold**:

1. **Intersections (32.5%)**
2. Roadway Departures (23.5%)
3. Older Drivers (19.6%)
4. **Speeding (19.5%)**
5. Younger Drivers (18.8%)
6. Unrestrained (no seatbelt) Drivers (15.8%)
7. Motorcyclists (12.0%)
8. Commercial Motor Vehicles (9.2%)
9. Alcohol (8.1%)
10. Pedestrians (7.4%)
11. Distracted Driving (7.1%)
12. Work Zones (2.3%)
13. Bicyclists (1.8%)
14. Rail Grade Crossings (1.4%)

Indiana Vulnerable Road User (VRU) Assessment – Part of the SHSP

Identified as non-motorized roadway users such as bicyclists, pedestrians, micromobility users, horse-drawn conveyance, etc. who are at a higher risk of injury or harm while using the road due to lack of protection or visibility as compared to motor vehicle occupants.

Greatest Safety Challenges:

1. Road and Intersection design not prioritizing safety
2. High travel speeds
3. Long intersection crossing distances without refuge
4. Dangerous driving behavior/lack of awareness
5. Insufficient signage for pedestrians/bicyclists and motorists
6. Insufficient law enforcement presence
7. Lack of pedestrian infrastructure in rural areas

Areas most associated with VRU safety challenges:

1. Major arterial roadways
2. Interstate highway crossings
3. High-speed / high-volume roads with many intersections or driveway access points
4. Inadequate transit stops
5. Narrow lanes

Infrastructure-based Solutions:

1. Reduce vehicle speeds
2. Remove VRU conflict points intersections
3. Improve VRU visibility and driver awareness of VRUs
4. Separate VRUs from adjacent motor-vehicle traffic
5. Conduct VRU safety studies

Education and Enforcement Solutions:

1. Conduct public outreach and education focused on the benefits of and how to navigate enhanced or new intersection designs and safety treatments
2. Educate the public on safety measures specifically impacting VRUs
3. Continue to perform high visibility enforcement

Rail-Highway Crossing Program (RHCP) – Section 130

An important fund set aside for upgrades to safety devices at the at-grade public rail-highway crossings most at risk for crashes with road users. Indiana places particular importance on this program as the state has the fifth-most at-grade public rail-highway crossings in the country.

This program will pay 90% of the project costs with the remaining 10% being covered by the highway authority or the railroad. Typically used for train-activated warning device upgrades such as warning bells, flashing lights, overhead cantilevers, gates, etc.

Project selection is based on data-driven analysis referencing the INDOT Office of Traffic Safety prioritized list of crossing locations as well as programming such as crossings with older/obsolete devices, crossings that are raised or at an excessive skew angle, preemptive traffic signal timing where crashes occur, as well as many other gate and signage factors. An assessment is generated using the Web Accident Prediction System (WBAPS) hazard index. Candidates are ranked under categories A through D with A holding the highest priority. RHCP funds roughly 20 crossings per year. Once a project location is defined, it is amended into the appropriate MPO TIP (NIRPC for the Town of Burns Harbor) through which INDOT then assigns federal funding to the project for preliminary engineering and construction phases. Design drawings are executed by the Railroad.

Northwestern Indiana Regional Planning Commission (NIRPC) 2024-2028 Transportation Improvement Program (TIP)

The Northwestern Indiana (NWI) Metropolitan Planning Area is comprised of Lake, LaPorte, and Porter Counties. NIRPC is the designated Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the NWI region.

The Transportation Improvement Program (TIP) is NIRPC's strategy for improvements to the transportation network developed using the NWI 2050 plan (referenced in Policy and Process Changes).

TIP involvement:

- A. Federal Government – US Department of Transportation (USDOT). Prioritizes transportation investments through the federally mandated metropolitan planning process. (NIRPC is the MPO for NWI partnering with Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal transportation funds receive direction from congressional bills. Two current bills are the Infrastructure Investment and Jobs Act 2021 (IIJA) and the Bipartisan Infrastructure Law 2022 (BIL).
- B. State Government – Indiana Department of Transportation (INDOT). INDOT receives all federal-aid from the USDOT through the FHWA. Federal-aid from FTA is administered differently. Large Urbanized Areas (UZAs) receive funds through a Regional Transit Authority (RTA) and small or rural UZAs receive funds through INDOT.
- C. Regional Government
 - a. Regional Transportation Authority (RTA). Commissioned by the Illinois State government to coordinate Chicago's regional transit system. Lake and Porter Counties are part of the Chicago UTZ. NIRPC negotiates with the RTA for its federal share of FTA funding as a "designated recipient".
 - b. Northwestern Indiana Regional Planning Commission (NIRPC). Created in 1965 by Indiana General Assembly to establish a regional transportation planning commission for Lake and Porter County to address regional transportation issues. LaPorte County was added in 1979. NIRPC was established as a council of governments in 2003.
- D. Local Governments – Local Public Agencies (LPAs). LPAs apply to the MPO (NIRPC) for available federal funds from the FHWA and FTA. Funding for projects is granted through a process known as "notice of funding available" or NOFA. NOFAs are conducted every two years and in conjunction with each new TIP. Each federal funding source requires matching funds from the LPA. Priorities include elements that impact the vision of NIRPC's NWI 2050 (Metropolitan Transportation Plan MTP) and federal government as prescribed in the IIJA and BIL acts.
- E. The TIP is required to contain all regionally significant projects requiring action by the FHWA regardless of funding source. Regionally significant is any transportation project that serves regional transportation needs such as public highways and streets, and bicycle and pedestrian walkways.

- F. Performance based planning – Federal IIJA and BIL acts requires states and MPOs to establish metrics to measure and assess performance and progress to successful completion of goals.
- G. NIRPC (MPO) must publish an annual list of obligated projects (ALOP) within 90 days of the close of the state fiscal year. This demonstrates how much federal-aid NWI was able to leverage in the prior fiscal year and includes project details and amount of obligated federal funds.
- H. TIP timeline
 - a. August – Annual list of Obligated Projects published
 - b. September – Confirm funding targets and/or scoring criteria if necessary
 - c. October – Notice of Funding Available published and application open
 - d. December – Project evaluations and CMAQ/HSIP eligibility determinations
 - e. March – Draft TIP is submitted to INDOT, air quality conformity modeling and 30-day public comment period.
 - f. April – Anticipated vote to adopt TIP.
- I. NIRPC is part of the Chicago Metropolitan Statistical Area (MSA). Burns Harbor is part of the larger NWI UZA, Northern Lake and Porter Counties. Federal funds for large UZAs are commonly referred to as Group 1.
- J. Federal-aid eligible roadways must be classified. All roadway classifications except for rural minor collectors and local roads are eligible for FHWA funds. NIRPC has a list of NWI roadway classifications. Projects proposed for funding with the National Highway Freight Program funds on a designated critical urban or rural freight corridor that benefit freight movements may be funded with the federal-aid network. Sidewalk improvements may be made with FTA 5307 funds with the federal-aid network if they are within ¼ of a mile of a transit route.

Other Federal Funding Sources

Surface Transportation Block Grant (STBG)

Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects including intercity bus terminals.

Congestion Mitigation Air Quality (CMAQ)

Transportation projects that reduce congestion to meet the requirements of the Clean Air Act.

Transportation Alternatives (TA)

Projects and activities that were previously eligible under TAP, small scale such as pedestrian and bicycle facilities, safe routes to school, and vegetation management and environmental mitigation related to stormwater and habitat connectivity.

FHWA fiscal years 2024-2026 NOFO: Promoting Resilient Operations for Transformative, Efficient & Cost-Saving Transportation (PROTECT) discretionary grant program.

- a. All climate resilience projects involving the adaptation of existing transportation infrastructure or new construction to keep communities safe by bolstering infrastructure's ability to withstand extreme weather or physical hazards.
- b. Created by Bipartisan Infrastructure Law to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.
- c. Open October through February.

Carbon Reduction Program (CRP)

Street lighting and signal modernization (LED), alternative fuels, non-motorized trails, improved traffic flow eligible under FHWA, CMAQ, TA, and FTA 5339.

5307 Urbanized Area Formula Grants

Public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects.

5310 Enhanced Mobility of Seniors & Individuals with Disabilities

Assists private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.

5337 State of Good Repair Grants

Capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and motorbus systems.

5339 Grants for Buses and Bus Facilities Formula Program

Funding to State transit agencies to replace rehab and purchase buses and related equipment.

USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- a. Grants for surface transportation infrastructure projects with significant local or regional impact.
- b. Eligibility requirements: project sponsors including state and local governments, counties, tribal governments, transit agencies, and port authorities can pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.
- c. Applications due in January.

Road to Zero: Community Traffic Safety Grants funded by National Highway Traffic Safety Administration (NHTSA)

- a. Applications due in January
- b. 12-month grant funds organizations in the US that are working on innovative and promising approaches for implementing evidence-based strategies

USDOT Build America Bureau (Bureau): NOFO for the Rural and Tribal Assistance Pilot Program under the Bipartisan Infrastructure Law.

- a. Technical assistance grants to rural and tribal communities for the planning and design phase development of transportation projects.
- b. No local funding match required to participate in the program.
- c. Projects funded on first-come, first-served basis beginning in March. Application window closes in April.

8-Progress and Transparency



Component 8 – Progress and Transparency

Component Summary: Method identified to measure progress over time after the Action Plan is developed.
Note means to ensure ongoing transparency with residents and relevant stakeholders.

It is recommended that the Town of Burns Harbor perform the following steps after the completion of the Action Plan to monitor the implementation progress as well as to inform the residents and relevant stakeholders.

1. The Town of Burns Harbor has formally adopted the Action Plan as of May 14, 2025 (see next page).
2. The Action Plan shall be posted on the Town website with the other Town plans for the public.
3. The Town shall identify an implementation committee or key town staff responsible for overseeing the work involved with obtaining future grants and/or implementation of project solutions. Strategies and project selections identified may be integrated into future budgets and yearly construction schedules.
4. Town staff/implementation committee shall identify methods to measure progress and how to report to the public.
5. Town staff/implementation committee shall provide progress updates at an interval and public meeting relevant to the project. At minimum, a yearly report should be conducted.
6. The Action Plan should be reviewed every 5 years to see if modifications need to be made.

Component 8 – Progress and Transparency

RESOLUTION 2025- 03

TOWN OF BURNS HARBOR, PORTER COUNTY, INDIANA

RESOLUTION TO ADOPT THE SAFETY ACTION PLAN FUNDED BY THE "SAFE STREETS AND ROADS FOR ALL (SS4A)" GRANT

WHEREAS, the United States Department of Transportation (USDOT) launched the "Safe Streets and Roads for All (SS4A)" program to support local, regional, and Tribal initiatives to prevent roadway fatalities and serious injuries; and

WHEREAS, the Town of Burns Harbor, Indiana was awarded funding through the SS4A grant program in 2023 to develop a *Safe Streets and Roads for All Action Plan*; and

WHEREAS, the Town, in coordination with planning and engineering professionals, local stakeholders, and members of the public, completed the development of a data-driven, equity-focused *Safe Streets and Roads for All Action Plan*; and

WHEREAS, the *Safe Streets and Roads for All Action Plan* outlines specific strategies, projects, and policy recommendations to improve roadway safety for all users, including pedestrians, cyclists, and motorists; and

WHEREAS, adoption of the *Safe Streets and Roads for All Action Plan* demonstrates the Town's commitment to improving public safety and supports eligibility for future implementation funding through the SS4A program and other funding sources; and

WHEREAS, the Town Council finds that adoption of the *Safe Streets and Roads for All Action Plan* is in the best interest of public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the Town of Burns Harbor Town Council as follows:

1. The *Safe Streets and Roads for All Action Plan*, as presented and on file with the Town Clerk, is hereby adopted in its entirety.
2. The SS4A Task Force Committee Chairman, or his designee, is authorized to submit the adopted Plan to the U.S. Department of Transportation in fulfillment of the SS4A grant requirements.

BE IT FURTHER RESOLVED that this *Safe Streets and Roads for All Action Plan* is in support of Indiana Vision Zero; Indiana Strategic Highway Safety Plan; Indiana Highway Safety Plan; and The Commercial Vehicle Safety Plan, which intend to reduce fatalities and serious injuries on Indiana's roadways with the ultimate goal of reducing fatalities and serious injuries by half by 2035, moving towards zero by 2050.

The Town Clerk shall certify the passage and adoption of this Resolution and enter it into the Minute Book.

Adopted this 14th day of May 2025.


Jennifer McHargue, Town Council President

Attest:





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