GENERAL RECOMMENDATIONS

Community Investment Framework
- Establish a framework that recognizes the mission and character of each community along the lakeshore, their desired role in the region and potential synergies between them.
- Encourage coordinated efforts for planning and plan implementation at local and regional level. Create opportunities for each town and city to develop, maintain and enforce comprehensive plans that align with regional planning efforts.
- Establish a cooperative “visitor management plan” between the lakeshore communities and lakeshore tourist attractions such as National and State Parks, casinos, regional shopping and other similar attractions and industries that bring non-residents into the community.
- Improve wayfinding and signage along US 12 and US 20, and north-south connecting corridors.

Green Infrastructure Framework
- Encourage restoration and promotion of healthy watershed systems. Establish appropriate, sustained funding for these efforts as a high priority to reduce the dependence on volunteer labor that currently limits the scale and complexity of restoration efforts.
- Improve communication, collaboration, education, and scientific understanding of the watershed.
- Implement all watershed management plans within the study area.

Industry Framework
- Develop a website to provide visitor and environmental information (for example, www.lakesuperiorstreams.org).
- Enforce current riparian easements along the lakeshore that were created to ensure permanent public access to and along the water’s edge.
- Conduct county-wide assessment and inventory of high conservation, natural areas for the purpose of preserving these areas and guiding development.
- Promote improvement of natural and cultural communities including state and federally protected species through the protection and preservation of key areas of habitat.
- Support new and improve existing access to natural areas where appropriate and feasible in a sensitive manner in order to promote stewardship, education, awareness, and appreciation for these unique coastal resources.
- Establish a cooperative “visitor management plan” to manage the visitors to lakeshore destinations while mitigating resident and visitors conflicts.
- Promote existing industries as tourism destinations, where appropriate.

Promote the protection of coastal and estuarine areas that have significant conservation, recreation, ecological, historical, or aesthetic values.
- Promote creation of a regional water management organization that is responsible for the oversight of sewer and septic systems throughout the region.
- Develop a framework for voluntary land transactions to occur.
- Based on feasibility investigation, implement a “voluntary property revitalization process” that outlines a framework for voluntary land transactions to occur.
- Embrace tourism as a vital Northwest Indiana industry by implementing a visitor management plan to manage the visitors to lakeshore destinations while mitigating resident and visitors conflicts.
- Promote improvement of floral and faunal communities including state and federally protected species through the protection and preservation of key areas of habitat.

Alternative Transportation Framework
- Provide infrastructure necessary for the development of a truly multi-modal region.
- Reduce the dependence on the automobile by providing and promoting alternate transportation modes for residents and visitors.
- Encourage coordinated efforts for planning and plan implementation at local and regional level. Create opportunities for each town and city to develop, maintain and enforce comprehensive plans that align with regional planning efforts.

Composite Framework Plan
- Motorized Transportation Framework - US 12 and US 20
  - Promote and implement access management strategies.
  - Evaluate alternative truck routing to I-94 to improve safety for all motorists on US 12 and US 20, and north-south connecting corridors.

Prepared for NIRPC and IDNR
February 2008
KEY RECOMMENDATIONS

**Michiana Shores**
- Implement a bi-state project between the states of Indiana and Michigan for improved public beach access and quality.
- Explore opportunities for additional open public access on the Indiana side of the border.
- Initiate a feasibility study for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.
- Preserve the small-town character of Michiana Shores and discourage big box development in the community.
- Promote best management practices (BMP) along White Ditch as part of a water resources demonstration project that creates opportunities for a walking trail along the Ditch to Moore Road and Grand Beach.
- Mitigate vehicular and pedestrian conflicts along Lakeshore Drive.

**Long Beach**
- Explore the feasibility of consolidating the town owned parcels at Stop 24 to develop a lakefront park.
- Explore opportunities for a café, boardwalk and handicap access at Stop 24.
- Mitigate vehicular and pedestrian conflicts along Lakeshore Drive.
- Improve wayfinding and signage along US 12 and IN 212.

**Pottawattamie Park**
- Explore opportunities for greater public access to Lake Michigan.
- Create opportunities for pedestrian and bike linkages within the town and connections to Lake Michigan.

**Trail Creek**
- Provide buffers for transportation and industrial infrastructure.

**Michigan City**
- Embrace Michigan City’s position as an urban, lakefront destination for visitors to the area.
- Create opportunities for greater public access to Lake Michigan. Explore opportunities for pedestrian connections that link the community to Washington Park and Lake Michigan.
- Create opportunities to connect the three major tourist destinations in the city (Washington Park, Blue Chip Casino and Lighthouse Place Outlet Mall).
- Promote alternative modes of transportation (i.e. a trolley system) to link the different tourist destinations.
- Create opportunities for transit-oriented development around the South Shore stations (refer to the studies by NICTD for the South Shore Station relocation).
- Consolidate the studies for the “6 zones” in the north end of the city. North End Plan by Andrews University, plans for Washington Park, the Elston Grove Historic Neighborhood and other plans into a single sub-area plan to guide future improvements in the North End.
- Improve non-motorized access to Mt. Baldy and “crescent beach” from downtown and surrounding communities. Extend the Calumet Trail to Mt. Baldy.
- Implement a joint effort between NIPSCO, INDOT and Michigan City to enhance US 12 as a scenic corridor and gateway into Michigan City with landscape buffers along US 12 to screen the NIPSCO plant operations.
- Investigate the feasibility and cost benefit analysis of relocating part or all of the NIPSCO plant to a more suitable site (long-term), opening the site to adaptive re-use, open space or other more suitable new uses consistent with the site’s lakefront and urban setting.
- Explore opportunities for a partial interchange at County Line Road serving traffic to the west. Work with INDOT to explore feasibility of this new interchange. Enhance County Line Road as a gateway corridor to the city.
Beverly Shores
- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore and State Park.
- Develop a consensus, long-term solution to improve Beverly Drive.
- Explore opportunities for resident oriented amenities around the South Shore station.

Pines
- Embrace the Town of Pines’ position as a lakefront destination or “parktown” for visitors to the area.
- Remove billboards advertising businesses that no longer exist.
- Eliminate the potential contamination of wells used for drinking purposes by coal combustion waste. Evaluate options for municipal water for the entire town.
- Explore infill opportunity along US 12 and IN 520. Capitalize on existing vacant/underutilized parcels.
- Contain contamination of the Brown Landfill and explore opportunities for re-use/suitable development.

Chesleron
- Promote improvements to IN 49 as a gateway to the lakefront.
- Promote hospitality related development along IN 49.
- Encourage a multi-modal system of transportation to move people from the communities to the lakefront.

Porter
- Enhance gateways at the I-94 and US 20 intersection.
- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore and State Park.

Burns Harbor
- Provide screening from industrial uses along US 12 corridor.
- Promote improvements to IN 149 for town center.
- Provide opportunities for fishing along the Little Calumet River.
- Explore the feasibility of adding new clean lake fill to screen and soften the eastern side of the NIPSCO plant, improving near-shore habitat and recreational opportunities for local residents.

Portage
- Implement the Portage Northside Master Plan, including the extension of Burns Parkway to US 12, transit-oriented development around the Portage-Ogden Dunes South Shore station and riverwalk connections from Lakefront Park to the Portage Marina.
- Promote improvements to IN 249 as the Portage lakefront gateway corridor.
- Enhance gateways at the I-94 and US 20 intersection.
- Capitalize of existing vacant/underutilized parcels for development catering to residents and visitors along US 20.

Ogden Dunes
- Encourage coordinated effort with City of Portage to develop safer, more aesthetically pleasing entry into Ogden Dunes from US 12 and transit-oriented development around the Portage - Ogden Dunes South Shore station.

Dune Acres
- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore.
- Provide basic utilities infrastructure upgrades and investigate opportunities for placement of utilities underground.
KEY RECOMMENDATIONS

Tourism as an industry
- Capitalize on existing tourist destinations (natural and built) and establish a marketing strategy to advertise recreational, entertainment, and arts related experiences northwest Indiana has to offer.
- Promote the region as one destination with diverse types of activities for all encouraging multiple day stays.
- Manage the visitors by capturing them at key locations and guiding them to the tourist destinations (Indiana Dunes National Lakeshore, Indiana Dunes State Park, Portage, Chesterton, and Michigan City).
- Improve wayfinding and signage along corridors guiding the visitors to desired lakeshore destinations.
- Promote multi-modal system of transportation to link the major destinations. Connect South Shore stations with destinations via bus/trolley systems, if feasible.
- Promote creation of vibrant pedestrian-friendly areas.

Industries – West (US Steel, Mittal Steel, NIPSCO Burns Harbor Plant, Port of Indiana)
- Implement a joint effort between NIPSCO, INDOT and Michigan City to enhance US 12 as a scenic corridor and gateway into Michigan City with landscape buffers along US 12 to screen the NIPSCO plant operations (short-term).
- Investigate the feasibility and cost benefit analysis of relocating part or all of the NIPSCO plant to a more suitable site (long-term), opening the site to adaptive re-use, open space or other more suitable new uses consistent with the site's lakeshore and urban setting. Study needs to weigh the long-term potential for adaptive re-use against the sizable investment and 40-year or greater service life in the current facility to assess whether such a substantial move can be justified.

Industries – East (NIPSCO Michigan City Plant)
- Explore and embrace the total economic benefits of clean Great Lakes and natural amenities in terms of job creation, tourism/recreation, water-based housing and commercial development, and the economic payoffs of being a place that offers an attractive lifestyle to today's knowledge workers.
- Promote and encourage environmental-related industries as a future job creation mechanism in Northwest Indiana. Recognize the findings of the Great Lakes Economic Initiative’s Vital Center Report that states environmental protection and remediation creates millions of jobs annually in throughout the United States.
- Embrace eco-tourism as an asset for Northwest Indiana in a way that is respectful to the local communities and sensitive environmental settings.
- Promote local sustainability in eco-tourism by providing local jobs, sharing of socio-economic benefits with the local communities and encouraging participation in the management of eco-tourism enterprises at the local level.

Environmental Industry
- Promote local sustainability in eco-tourism by providing local jobs, sharing of socio-economic benefits with the local communities and encouraging participation in the management of eco-tourism enterprises at the local level.

Industry Framework

The Marquette Plan
A Vision for Lakeshore Reinvestment

Voluntary Property Revitalization Process
A critical element of the Marquette Plan’s implementation will be the redevelopment of key parcels highlighted in the land use change in the plan, based on the process outlined below:

Step 1
- Establish voluntary partnership with property owners sharing the Marquette Plan goals.
  - If a “Go,” proceed to Step 2.

Step 2
- Weigh Environmental Assessment versus Planning Goals
  - Determine Environmental Assessment costs.
  - Establish financing plan (possibly including private, public, and tax increment financing components).
  - Evaluate financial & non-financial (jobs, quality of life, etc.) return on Investment.
  - If a “Go,” proceed to Step 3.

Step 3
- Real Estate Transaction (purchase, donation or easement).
  - If a “Go,” proceed to Step 4.

Step 4
- Project Implementation.

Industry Framework

Prepared for NIRPC & IDNR
February 2008
KEY RECOMMENDATIONS

1. Identify Dedicated Funding Source and Implement the Trail Creek Watershed Management Plan
   - Assess water quality issues and develop meaningful implementation strategies targeted to improve the quality of life within the watershed.
   - Enhance water quality through the realization of the long-term goals regarding the environmental, recreational, and aesthetic use of Lake Michigan's watershed and Trail Creek.
   - Reduce health hazards due to poor water quality.
   - Improve aquatic biotic communities.
   - Increase recreational opportunities.
   - Develop public awareness about issues and opportunities along Trail Creek.

2. Complete and Implement the Salt Creek Watershed Management Plan
   - Develop strategies that conserve, protect, and enhance the natural resources of the watershed.
   - Reduce the nutrient (phosphorous and nitrogen), sediment, and pathogen loadings.
   - Improve stakeholder education and interaction and biotic communities.
   - Implement the following three phases (Winter 2007/Spring 2008):
     - Initiate Low Impact Development (LID) efforts within the watershed;
     - Implement subwatershed - targeted best management practices.
     - Partner in the development for large-scale projects or grant opportunities.

3. Complete and Implement the Coffee Creek Watershed Management Plan
   - Develop and implement a successful watershed plan to protect, maintain, and enhance Coffee Creek and its inhabitants.
   - Map existing septic systems within the watershed as well as provide education and outreach to individuals with failing systems.
   - Implement stormwater reduction projects in conjunction with the Porter County Visitors Center.
   - Introduce the ‘Best Management Practices’ implementation process to individual landowners.
   - Provide information on an on-going basis regarding wetland restoration throughout the headwaters, low-impact development information, individual resident best management practice implementation, and education and outreach.

4. Watershed Management Framework Development Plan for Lake, Porter, and LaPorte County (NIRPC)
   - Establish a watershed planning and management framework for the enhancement, restoration, and protection of water quality in Lake, Porter, and LaPorte counties through the facilitation of communication, education, and coordination among watershed stakeholders.
   - Address critical areas identified during the planning process which were identified as: agricultural issues, urban issues, and hydromodification of streams.
   - Use the framework as a method for development watershed management plans for subwatersheds throughout the three-county area.
   - Garner approval of and implement the coastal management plan.

5. Identify Funding Sources and Implement Mitigation Efforts for Existing CSOs
   - Complete and implement stormwater Phase II planning efforts for the applicable communities.
   - Write and implement approved Long-Term Control Plans (LTCPs) for the applicable urban areas. The LTCPs must contain an enforceable schedule that will ultimately result in compliance with the technology-based and water quality-based requirements of the Clean Water Act or with a formal enforcement action has been initiated to achieve that result (water quality or technology-based compliance).
   - Trade efforts to correct CSO issues for communities which have already implemented storm water and sewer line separations.
   - Act before enforcement from IDEM is imposed, which will likely occur by the end of 2009.

6. Implement the Vital Center Report recommendations that the Great Lakes metropolitan area rebuild the region’s water and sewer infrastructure. The cost is estimated at $3.3 to 11.9 billion per state. This will require that states assess with established and growing areas to identify areas to reduce cost, make efforts more efficient, and encourage cooperation.

7. Implement Federal-based recommendations from the Vital Center Report that include a national commission to assess the nation’s water and sewer infrastructure needs with a focus on the Great Lakes region first and foremost.

8. Address Poorly Sited Septic Systems
   - Educate the public and government officials about septic systems, specifically that nearly 19% of Indiana’s soils are not suitable for use with septic systems.
   - Implement a septic system survey similar to that used by the Save the Dunes Council within the Dunes Creek Watershed.
   - Initiate a campaign to encourage landowners to conduct annual septic system maintenance, complete regular cleaning, and refrain from planting shrubs or trees over septic systems.
   - Municipalities should investigate long-term options for waste treatment including natural treatment, wetland-based systems.
KEY RECOMMENDATIONS

**Motorized Transportation Framework - US 12**

- **Promote and Implement Access Management Policies**
  - Right-of-way preservation policies
  - Bike lanes or bike paths
  - Promote functional parking lots and internal site circulation
  - Provide corner vision triangles and safe intersection access
  - Implement Design Guidelines
  - Clear Visual Clutter
  - Evaluate Current Billboard/Advertising Sign Policies and Practices
  - Investigate Opportunities for Placement of Utilities Underground or Outside of View Corridors
  - Encourage Businesses to Improve Facades, Signage, Landscaping, and Maintenance

- **Address Existing Functional Deficiencies and Safety Issues Along US 12**
  - Right shoulder widths deficiencies
  - Clear zone obstructions
  - Right-of-way preservation policies

- **Create Community Gateways:**
  - Improved Resident and Visitor Directional Signage
  - Improved Landscaping
  - Implement Design Guidelines
  - Clear Visual Clutter

- **Enhance Bridge Structures at Park Entrances, Along Water Corridors for Appearance and Feature Enhancement**
  - IN 49 and US 12
  - US 12 and Burns Waterway
  - IN 249 and Burns Waterway

- **Implement Circumferential Developments**
  - TOD opportunities to enhance appearance and create gateways

- **Develop Regional and/or Community Streetscape Standards**

- **Create Community Gateways:**
  - Improved Resident and Visitor Directional Signage
  - Improved Landscaping
  - Implement Design Guidelines
  - Clear Visual Clutter

- **Context Sensitive Solutions (CSS)** is a theoretical and practical approach to transportation and land use decision-making and design that takes into consideration the communities and lands through which streets, roads, and highways pass through. This term is closely related to but distinguishable from Context Sensitive Design, which asserts that all decisions in transportation planning, project development, operations, and maintenance should be responsive to the context in which those activities occur, not simply the design process. This seeks to balance the need to move vehicles efficiently and safely with other desirable outcomes, including historic preservation, environmental sustainability, and the creation of vital public spaces. In transit projects, CSS generally refers to context sensitive planning, design, and development around transit stations, also known as Transit Oriented Development (TOD).

**Development Zones**

- **US 12 Ownership**
  - Explore local interest and evaluate the feasibility of INDOT relinquishing ownership of US 12 throughout Porter County to local jurisdictions and/or National Park Service; to allow for local control and decision-making

- **US 12 and Burns Waterway**
  - Allowing promotion of local changes (speed limits, truck re-routing) and enhancement projects. US 12 as a federal route could be shifted to the US 20 corridor.

- **US 12 and IN 149**
  - Explore TOD opportunity with a potential for hospitality related development opportunities at and around Andershocks Property and within close proximity to the State Park.

- **Portage-Ogden Dunes TOD development opportunities.**

- **US 12 and Mineral Springs Road**
  - Explore alternate site for TOD south of Portage Lakefront Park (opportunity associated with the acquisition of the US Steel and National Steel Creditors Trust properties; and the future acquisition and relocation of the US Steel Training Center and PreCoat Metals).

**Others**

- **Industrial Truck Routing Evaluation**
  - Evaluate alternative truck routing to I-94 to improve efficiency and safety for all motorists on US 12 and US 20 and north-south connecting corridors.

- **Beverly Drive Improvement**
  - Commission a feasibility study to develop a community supported solution for Beverly Drive

- **Oppurtunities for Portage Town development and redevelopment and tourism-related development opportunities at and around Andershocks Property and within close proximity to the State Park**

**Aesthetic Enhancements**

- Develop Regional and/or Community Streetscape Standards
  - Create Community Gateways:
    - I-94 interchange locations relative to US 12
    - I-94 and I-294 (north-south)
    - I-94 and IN 46 (north-south)
    - US 12 at county lines (Lake/Porter, Porter/LaPorte)
    - Community gateways at corporate boundaries
    - National Park and State Park entrance gateways
  - Enhance Bridge Structures at Park Entrances, Along Water Corridors for Appearance and Feature Enhancement
  - Implement Circumferential Developments
  - TOD opportunities to enhance appearance and create gateways

**Construction Opportunities**

- **Portage-Ogden Dunes TOD development opportunities.**
**A Vision for Lakeshore Reinvestment**

**KEY RECOMMENDATIONS**

- Address existing functional deficiencies and safety issues along US 20
- Promote functional parking lots and internal site circulation
- Provide corner vision triangles and safe intersection access
- Promote proper roadway/driveway angles
- Implement right-of-way preservation policies
- Explore opportunities for commercial/light industrial development
- Explore opportunities for tourism and gateway redevelopment and infill
- Evaluate current billboard/advertising sign policies and practices
- Implement design guidelines
- Create Community Gateways:
  - Incorporating a gateway concept in relationship to road right-of-way
- Develop Regional and/or Community Streetscape Standards
- Implement existing bridge structures at park entrances, along water corridors for appearance and feature development
- Enhance of existing bridge structures at park entrances, along water corridors for appearance and feature development
- Explore opportunities for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.
- Explore opportunities for redevelopment and infill along the urban corridors (US 20 and I-94). Capitalize on vacant/underutilized parcels for context sensitive and cohesive development.
- Explore development opportunity at this intersection. Encourage commercial, light industrial (depending on current land uses), South more commercial.
- Explore opportunities for tourism-related development along IN 49 north of US 20 in Porter County unincorporated areas.
- Provide infrastructure improvements and utilities along IN 520 to sustain suitable development in Porter County unincorporated areas.

**Functional Projects**

- Clear zone obstructions
- Right shoulder widths deficiencies
- Lane width deficiencies
- Conduit detailed engineering studies of intersection hot spots for accidents
- US 20 and Waverly Road
- US 20 and IN 249
- US 20 and Willowcreek Road
- US 20 and Worthington Drive
- US 20 and IN 149

**Aesthetic Enhancements**

- Develop Regional and/or Community Streetscape Standards
- Create Community Gateways:
  - I-94 interchange evaluation at US 20 and IN 149
  - Evaluate the function and safety of this interchange and the potential for modifications that would improve functional safety.
- Investigate opportunities for placement of utilities underground or outside of view corridors
- Encourage businesses to improve facades, signage, landscaping, and maintenance
- Interstate 94 bridge and interchange aesthetics
- As reconstruction of bridges and interchanges is programmed, consider "beterment" projects to enhance appearance and create gateways.
- Enhance of existing bridge structures at park entrances, along water corridors and interchange出现
- Investigate opportunities for placement of utilities underground or outside of view corridors
- Enhance of Existing Bridge Structures at Park Entrances, Along Water Corridors for Appearance and Feature Development
- IN 49 and US 20
- US 20 and Little Calumet River
- US 20 and Burns Waterway
- US 20 and Salt Creek
- US 20 and East Branch of Little Calumet River
- IN 249 Streetscape Enhancement
- Implement IN 249 streetscape enhancements as part of the Portage Northside Master Plan.

**Development Zones**

- US 20, IN 212 Enhancements
- Explore the feasibility for a partial interchange at County Line Road serving traffic to the West. Work with INDOT to explore feasibility of this new interchange. Enhance County Line Road as a gateway corridor to Michigan City.
- Explore the feasibility for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.
- Explore opportunities for redevelopment and infill along the urban corridors (US 20 and I-94). Capitalize on vacant/underutilized parcels for context sensitive and cohesive development.
- Explore brownfield site inventory, assessment, remediation and reuse.
- Explore opportunities for tourism-related development along IN 49 north of US 20 in Porter County unincorporated areas.
- Provide infrastructure improvements and utilities along IN 520 to sustain suitable development in Porter County unincorporated areas.

**Others**

- US 20, IN 212 Enhancements
- Explore the feasibility for a partial interchange at County Line Road serving traffic to the West. Work with INDOT to explore feasibility of this new interchange.
- Explore the opportunities to enhance US 20 corridor leading into Michigan City.
- Initiate a feasibility study for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.

**Motorized Transportation Framework - US 20**

- Explore development opportunity at this intersection. Encourage commercial, light industrial (depending on current land uses), South more commercial.
- Explore opportunities for tourism-related development along IN 49 north of US 20 in Porter County unincorporated areas.
- Provide infrastructure improvements and utilities along IN 520 to sustain suitable development in Porter County unincorporated areas.

**Select and Program Mainline Improvements US 20**

- US 20 dedicated left turn lane or median with left turn lanes
- US 20 dedicated left turn lane or median with left turn lanes
- Explore opportunities for a partial interchange at County Line Road serving traffic to the west. Work with INDOT to explore feasibility of this new interchange. Enhance County Line Road as a gateway corridor to Michigan City.
- Explore development opportunity at this intersection. Encourage commercial, light industrial (depending on current land uses), South more commercial.
- Explore opportunities for tourism-related development along IN 49 north of US 20 in Porter County unincorporated areas.
KEY RECOMMENDATIONS

**Develop Transit-Oriented Developments (TOD) at Existing South Shore stations**
- Integrate rail service modification to improve access throughout the lakeshore communities.
- Link various modes of transportation with NICTD transit facilities at Portage/Ogden Dunes, Dune Park, Beverly Shores, and Michigan City South Shore stations.
- Implement the Portage Northside Master Plan including the development of a TOD around the Portage-Ogden Dunes South Shore Station. Explore an alternate TOD site south of Portage Lakefront Park (opportunity associated with the acquisition of the US Steel and National Steel Creditors Trust properties; and the future acquisition and relocation of the US Steel Training Center and PreCoat Metals).
- Explore TOD opportunities around the Michigan City South Shore Station.
- Promote rail transit infrastructure improvements that facilitate carrying bikes throughout the South Shore rail system.
- Incorporate adequate bicycle parking facilities including racks and lockers at South Shore stations.

**Expand and Connect Existing Greenways**
- Develop the Marquette Greenway Trail from the stateline.
- Explore the feasibility of paving the Calumet Trail. Increase maintenance of the crushed limestone Calumet Trail to make it a more appealing and usable greenway.
- Explore the feasibility of a dual-use trail with both paved and crushed stone paths to appeal to all users.
- Connect existing trails in the region as envisioned in NIRPC’s “2005 Ped & Pedal Plan”.
- Encourage a coordinated effort between local and county jurisdictions, and other stakeholders in the region for greenway development and preservation.
- Coordinate efforts between the National Park Service and local jurisdictions for the development of the Marquette Greenway Trail to connect the east and west units of the Indiana Dunes National Lakeshore.
- Incorporate interpretative elements along trails throughout the region.

**Maintain and Develop Existing Blueway Connections**
- Identify and develop existing public sites for launch locations and work with private landowners on similar sites along area waterways.
- Formulate an intergovernmental water trail committee for implementation of the Blueways plan for Northwest Indiana. Maintenance of waterways is imperative to the development of “blueway connections” as a viable mode of alternative transportation.
- Encourage sustainable practices for the maintenance and development of blueways.
- Publicize blueways as a form of eco-tourism.

**Improve Pedestrian Connectivity**
- Install and maintain sidewalks along US 12 and US 20, as well as, north - south corridors.
- Improve safety for pedestrians at all intersections with crosswalk markings and signals.
- Establish a Regional Trolley System
- Commission a study to determine feasibility of establishing a regional trolley system.