



# THE MARQUETTE GREENWAY PROPOSED ROUTE



## COLOR KEY

ALL DISTANCES ARE APPROXIMATE

- BUILT TRAIL**
  - FUNDED TRAIL (FEDERAL, STATE OR LOCAL)**
  - PROPOSED TRAIL (SUBMITTED FOR FUNDING-NOT AWARDED)**
  - PROPOSED PENDING (NOT OFFICIALLY SUBMITTED)**
- 1 CALUMET PARK TRAIL**  
EXISTING TO PROPOSED LINK TO LAKEFRONT TRAIL
  - 2 HAMMOND MARINA/STATE LINE LINK**  
START: CALUMET PARK  
END: WHIHALA BEACH COUNTY PARK  
DIST: 1.6 MILES
  - 3 WHIHALA BEACH BARK (LAKE CO. PARKS)**  
START: HORSESHOE CASINO  
END: WHITING PARK  
DIST: 0.7 MILES
  - 4 WHITING EAST SIDE TRAIL (WHITING)**  
START: WHIHALA PARK  
END: GEORGE LAKE TRAIL  
DIST: 1.5 MILES
  - 5 GEORGE LAKE TRAIL**  
START: EAST SIDE OF LAKE  
END: CALUMET & SHEFFIELD (ENVIRON. CENTER)  
DIST: 0.9 MILES
  - 6 CALUMET TRAIL HAMMOND, PHASE 1**  
START: CALUMET & SHEFFIELD  
END: WHITE OAK BLVD. IN EAST CHICAGO  
DIST: 4 MILES  
STATUS: FUNDED 2005
  - 7 GRAND CALUMET TRAIL EAST CHICAGO, PHASE 3**  
START: WHITE OAK BLVD.  
END: KENNEDY AVENUE  
DIST: 2 MILES
  - 8 GRAND CALUMET TRAIL HAMMOND, PHASE 7**  
START: KENNEDY AVENUE  
END: CLINE AVENUE  
DIST: 1.5 MILES
  - 9 GRAND CALUMET RIVER TRAIL GARY, PHASE 3**  
START: CLINE AVENUE  
END: CLARK STREET  
DIST: 2 MILES
  - 10 GRAND CALUMET RIVER TRAIL GARY, PHASE 1**  
START: BRIDGE STREET  
END: BROADWAY  
DIST: 2 MILES  
STATUS: FUNDED 2005
  - 11**
  - 12 MARQUETTE TRAIL, PHASE 2 (NATIONAL PARK)**  
START: BROADWAY  
END: GRAND AVENUE (MILLER)  
DIST: 3.5 MILES
  - 13 MARQUETTE TRAIL, PHASE 1 (NATIONAL PARK)**  
START: GRAND AVENUE  
END: COUNTY LINE ROAD (AT WEST BEACH)  
DIST: 2 MILES
  - 14 DUNES NATIONAL PARK CONNECTOR (NATIONAL PARK SERVICE/PORTAGE)**  
START: COUNTY LINE ROAD  
END: MINERAL SPRINGS ROAD (CALUMET TRAIL)  
DIST: 8 MILES
  - 15 CALUMET TRAIL (PORTER COUNTY PARKS)**  
START: MINERAL SPRINGS ROAD  
END: US 12/LAPORTE COUNTY LINE  
DIST: 9 MILES
  - 16 SINGING SANDS TRAIL, PHASE 1 (MICHIGAN CITY)**  
START: US 12/COUNTY LINE  
END: WASHINGTON PARK, MICHIGAN CITY  
DIST: 3 MILES  
STATUS: FUNDED 2004
  - 17 SINGING SANDS TRAIL, PHASE 2 (MICHIGAN CITY)**  
START: WASHINGTON PARK  
END: LIBERTY TRAIL ROAD  
DIST: 1.5 MILES
  - 18 SINGING SANDS TRAIL, PHASE 3 (MICHIGAN CITY)**  
START: LIBERTY TRAIL ROAD  
END: MEER ROAD (CORPORATE LIMITS)  
DIST: 4 MILES
  - 19 US 12 TRAIL (LAPORTE COUNTY PARKS)**  
START: MEER ROAD  
END: MICHIGAN STATE LINE  
DIST: 1 MILE
  - 20 GREAT LAKES TRAIL (STATE OF MICHIGAN)**  
START: MICHIGAN STATE LINE  
END: DOWNTOWN NEW BUFFALO  
DIST: 3 MILES

## TRAIL CORRIDORS

- A BURNHAM/PENNSY GREENWAY CORRIDOR**
- B ERIE-LACKAWANNA TRAIL CORRIDOR**
- C PRAIRIE-DUNELAND TRAIL CORRIDOR**
- D DUNES-KANKAKEE TRAIL CORRIDOR**
- E LINCOLN MEMORIAL TRAIL CORRIDOR**

## The Marquette Greenway

It has been the desire of many in the South Shore region to have an uninterrupted trail connecting the three states and providing access to numerous points of interest along the lakeshore. The cities of Chicago, Hammond, East Chicago, Gary, Portage, and Michigan City, including the counties of Porter and LaPorte, and the National Park Service, have been working individually for years on developing their local segments of this overall vision. During this period of development, many of these trail segments were approved for federal funding, with several more proposed. With these initiatives underway, coupled with the need to establish a true east-west connection along the Lakeshore, NIRPC has begun to bring all of these visions to the forefront as a unified piece known as the Marquette Greenway – named in honor of the pioneer explorer Jacques Marquette.

In all, the route will traverse through 15 communities for approximately 50 miles from Calumet Park in Chicago, to the heart of New Buffalo, Michigan, directly touching a population of 120,000 people, but connecting to millions more. In between, roughly 20 individual trail segments will be unified under this route. NIRPC is working directly with all communities along the proposed route including stakeholders directly adjacent in Illinois and Michigan. The focus at present involves securing the necessary funding for each entity to complete their segment. How much money and how fast it will be allocated remains to be seen, but when coupled with the Congressman Visclosky's determined efforts to fund strategies from the Marquette Plan, the outlook becomes very positive.

## Marquette Greenway Benefits

Much has been written and researched regarding the benefits of trails to a community and region. As a primer, here are the major highlights:

- Promotes physical activity, and improves overall mood.
- Creates healthier communities by connecting people with places, building physical activity into the normal routine of life.
- Provides access to natural and scenic areas encouraging people to get outside.
- Will potentially increase tourism in the region as part of a regionwide trail network tied to Chicago-based trails.
- Creates jobs and supports independent businesses.
- Reduces polluting emissions by decreasing automobile congestion on area roads.
- Connects neighborhoods, allowing children to ride or walk to school, or to their friend's homes.
- Draw more users to existing commercial sites such as those at Ameriplex and Marina Shores.
- Boosts property values of homes within close proximity.

Other statistics bear out the growing desire to have trails established in locations all across the United States. These include:

- 79 million Americans think that bikeways, walking paths and sidewalks are very important in choosing where to live (Bureau of Transportation Statistics).
- \$77 billion potential annual healthcare savings if Americans were more active (US Dept. of Health and Human Services).
- A 2002 survey of recent home buyers by the National Association of Realtors and the National Association of Home Builders ranked trails as the 2nd most important community amenity out of a list of 18 choices.
- Survey of 1,200 high tech workers in 1998 by KPMG found that quality of life in a community increases job attractiveness by 33%.
- 24% of ALL trips are one mile or less with 48% being three miles or less (2001 National Household Travel Survey).

For additional information, please visit these excellent web sites:  
 American Trails: [www.americantrails.org](http://www.americantrails.org)  
 Rails-to-Trails Conservancy: [www.railstrails.org](http://www.railstrails.org)  
 National Park Service Rivers, Trails & Conservation Assistance Program: [www.nrcr.nps.gov/rtrca](http://www.nrcr.nps.gov/rtrca)  
 Pedestrian & Bicycling Information Center: [www.bicyclinginfo.org](http://www.bicyclinginfo.org)

## The Marquette Plan

Once one of the United States' most dynamic industrial centers, the Northwest Indiana region experienced a significant decline in the industrial base that had served as the local economy's backbone. In response, Congressman Peter Visclosky proposed a unified plan to provide a comprehensive investment strategy for achieving the ecological, economic, and social rebirth of the region. His vision was realized with the publishing of the *Marquette Plan: Indiana's Lakeshore Reinvestment Strategy in 2005*. NIRPC furthered this vision to include the balance of Indiana's lakeshore in their *Marquette Plan, Phase II* document released in 2008. Both endeavors have now been linked together to form a grand vision that will contribute to maintaining the distinctive quality of life that will define the region for generations to come. There are many initiatives outlined in both plans, with a unifying element being outlined as the proposed Marquette Greenway – a three-state off-road multi-use trail connecting residents and visitors alike to the grandeur of the Indiana Dunes and other notable destinations.

## The Burnham Plan Centennial

In 1909, Daniel Burnham and Edward Bennett collaborated with the Commercial Club of Chicago and others to create a new plan for the greater Chicago region.

During 2009, communities, institutions and residents will be looking back 100 years for inspiration, and to appreciate the big dreams that led to Chicago's sweeping lakeshore, the "emerald necklace" of County Forest Preserves, and a tradition of thinking comprehensively about a region's future. The plan defined a broad region for action: from Kenosha, Wisconsin on the north, to DeKalb, Illinois on the west to Michigan City, Indiana on the south. The Centennial celebrations will combine the programs, plans and green legacy projects of hundreds of partners throughout this region during 2009. The Marquette Greenway – Indiana Dunes National Lakeshore Connection Plan has been directly funded as a legacy project of this year-long event, recognizing Burnham's call to act regionally, comprehensively...and boldly.



# The National Lakeshore Connector Trail

The balance of this poster-plan aims to highlight a critical segment of the proposed Marquette Greenway – the near 10-mile gap between the east and west landholdings of Indiana Dunes National Lakeshore. This gap has been scouted by both NIRPC and the National Park Service staff in order to delineate the best route for an off-road trail, while taking advantage of the environmental beauty of the area. The following details the communities and properties the Marquette Greenway – National Lakeshore Connector (MG-NLC) Trail will traverse through. The reverse side of this poster-plan maps the MG-NLC Trail route in detail, with discussions on trail design and maintenance, and a brief description of destinations along the way.

## Burns Harbor

For many years since it's incorporation in 1967, the tucked-away town of Burns Harbor has existed under the radar, known primarily for its industrial-based ports on Lake Michigan. However, a population of nearly 1,000 calls this town home, and in 2009, the first large-scale planning effort was launched to bring needed direction on how Burns Harbor would develop in the future. One of the chief planning tasks was highlighting an off-road trail system able to link together all areas of the town, while connecting back to the Marquette Greenway (MG). The off-road trail system would occupy a corridor of National Lakeshore Property along the northern stretch of its populated area.

## Portage

The City of Portage has enjoyed a rich history of trail development with the establishment of the Prairie-Duneland and Iron Horse Heritage Trails. In 2008, the city teamed with the National Park Service to proudly dedicate the first project completed as envisioned in the Marquette Plan – the Portage Lakeshore & Riverwalk. These 57-acres of reclaimed industrial land have been dramatically transformed into a showpiece site, complete with a loop trail and landmark pavilion. Just south of this site is the Portage Marina, where the Marquette Greenway is planned to ring the North side. The city plans to extend a riverwalk from the Lakeshore area south to the marina along the entrance canal. The MG will bisect the riverwalk extension just south of the bridge on US 12, providing trail users the opportunity to access a prime lakeshore destination. Heading south from the marina, the MG will run along SR 249, crossing the old Crisman Road bridge at the Little Calumet River. The city plans to restore this bridge as a non-motorized facility only. After crossing, the trail has been planned to run underneath the SR 249 bridge running over the river, and emerge on the other side to run along 249 south to the intersection at Ameriplex Drive. From here, trails are proposed to connect further south into the city and the majority of Portage's population base via Bailey Street to Melton Road (US 20).

## Ogden Dunes

One of the most historic communities along Lake Michigan, the Town of Ogden Dunes has nestled peacefully for more than 80 years within the rolling sand dunes. With a stable population of roughly 1,400, the town continues to thrive as a residential community with prime access to transportation outlets such as state highways and interstates, as well as the South Shore Line commuter railroad to Chicago. The planned route of the Marquette Greenway will touch into Ogden Dunes to the south of US 12. If they chose to, there is a spur route that could be developed by the Town that would give Ogden Dunes residents greater access to the Marquette Greenway and the Portage Lakeshore & Riverwalk; as well as access to a proposed sailboat basin to be built on the site of Precast Metals. The trail could be constructed, in partnership with NIPSCO and the National Lakeshore, following a utility corridor just north of the train tracks.

## Porter

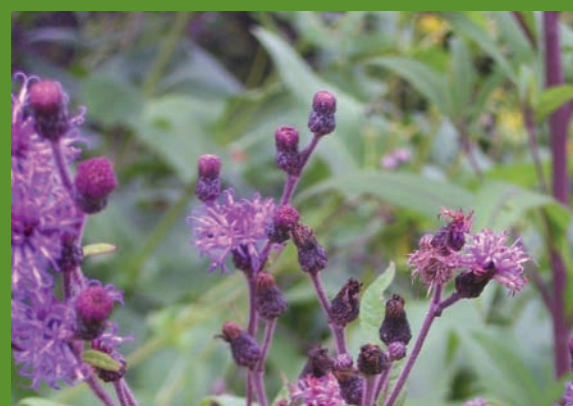
One of the Duneland area's hidden gems, the Town of Porter has maintained its small town charm over years, even with the advent of heavy industry and several highways bisecting its jurisdiction. Indiana Dunes National Lakeshore spreads out over the entire northern half of the town, affording Porter some of the best amenities along the lakeshore, including its own beach. The Marquette Greenway will touch into the town, but not directly wind through the traditional downtown grid. Instead the MG will link to the Porter Brickyard Trail, which is scheduled to start construction in the summer of 2010. The Brickyard will provide the long-awaited link between the Prairie-Duneland and Calumet Trails. The MG will tie in just north of the Indiana Dunes Environmental Learning Center, and wind along the proposed path of the Brickyard to the Calumet Trail on Mineral Springs Road. South of the tie in, trail users will be afforded a direct connection back to the Town of Porter, and eventually to the Prairie-Duneland Trail just into Chesterton.

## Indiana Dunes National Lakeshore

No other site in Northwest Indiana is as omnipresent and majestic as Indiana Dunes National Lakeshore, which runs for nearly 25 miles along southern Lake Michigan. The park contains approximately 15,000 acres, 2,182 of which are located in Indiana Dunes State Park and managed by the Indiana Department of Natural Resources. Miles of beaches, sand dunes, bog, wetlands, woodland forests, an 1830's French Canadian homestead, and a 1900 era farm combine to make the national lakeshore a unique setting for studying humans and their impact on the environment. The establishment of the Marquette Greenway will bring two discontinuous sections of the National Lakeshore together at long last. The MG will afford users the unfettered opportunity to access any and all sections of the National Lakeshore landholdings, including those which have been out-of-reach north of Burns Harbor and east of the Ameriplex development. In addition, the proximity of the MG along US 12 west of Ogden Dunes will link with the entrances to Inland Marsh, which has been disconnected from the balance of the park. Eventually, the MG will run to County Line Road, and back north to the existing Marquette Trail in Gary.

## Ameriplex at the Port

Ameriplex at the Port is a 385-acre, mixed-use development located in Portage at the northeast quadrant of the I-94 and State Road 249 interchange. This development is owned by Holladay Properties, which has built projects in over 15 states, with a total project valuation of over \$2 billion. The Ameriplex at the Port property is significant in its destination value with the recent opening of Bass Pro Shops, and adjacent service-based businesses opening up as a result of their location. There are also several large warehouse-based businesses on their property. In addition, Holladay Properties joined with the City of Portage, Bass Pro Shops and several others to open a recreational access point to the Little Calumet River running north of the Ameriplex site. The Marquette Greenway will traverse through Ameriplex as a sidepath along their main entry drive running east-west. The MG will link to the river access parking area, which will be used as a trailhead. Running east, the MG will cross Salt Creek with a new bridge into Burns Harbor. This property is also bordered on two sides by Indiana Dunes National Lakeshore.



## Implementation

To realize the development of the MG-NLC Trail in the near future, a host of coordinated strategies will need to be implemented by all stakeholders along the route. While identifying funding sources would top any prospective list, other avenues are equally important to the short-term development of a route. The following represents a brief overview of the necessary steps in the process:

### Plan Prioritization

As of 2009, nearly all of the major stakeholders along the route have incorporated the trail as part of a planning document, with the Marquette Plan serving as a "blanket" vision providing a strong incentive for the trail's development. In addition to the Marquette Plan, these various plans include the following:

### General Management Plan

Indiana Dunes National Lakeshore (1997): This document defines the management philosophy and goals for the National Lakeshore for making decisions and solving problems for a 20-year horizon. There are maps which detail a proposed trail connecting the east and west units of the park, which are nearly identical to the route proposed in this plan. NIRPC has worked closely with National Lakeshore staff in following previous planning initiatives involving the trail. As an addendum, this 1997 plan requests the trail to be hiking only with no bike access, but National Lakeshore staff has relayed their desire to allow for a multi-use trail with an asphalt surface.

### Ped & Pedal Plan

NIRPC (2005): The entire tri-state route of the Marquette Greenway was first identified as a Priority Corridor in this document highlighting regional trail opportunities. It has since become a series of individual corridors known as the Marquette Greenway Corridor.

## Indiana State Trails Plan

Indiana Dept. of Natural Resources (2006): The State of Indiana further defined the route of the Marquette Greenway by identifying it as a "Visionary Trail" – the highest route designation in the plan in this landmark document authorized by Gov. Mitch Daniels.

### Northside Master Plan

City of Portage (2005): This document outlines a comprehensive vision for a sub-area as described in the Marquette Plan. The balance of the plan highlights a vision for redevelopment in and around the Portage Marina. A major element of this vision was realized with the opening of the Portage Lakeshore & Riverwalk in 2008, with current developments underway, most notable being Burns Parkway and Marina Shores. The plan calls for a number of non-motorized trail routes, with several mimicking the very route of the MG-NLC Trail.

### Marquette Greenway Trail Sub-Area Plan

Town of Burns Harbor (2009): As part of a larger comprehensive planning effort, Burns Harbor undertook a detailed analysis of the route of the Marquette Greenway and potential spur routes into the town (which have been outlined on the Route Detail Map). The plan analyzed such issues as alternative routes, soil suitability, market conditions, and highlighted the trail experience for those using the preferred route. A boardwalk system is recommended for a significant portion of MG-NLC Trail route, which would include lookout areas along the Little Calumet River. It is yet to be determined the best type of trail construction until a thorough site survey is performed in advance of preliminary engineering work.

### Public Support

NIRPC conducted a series of meetings with all stakeholders along the route to gauge interest in moving forward with this long-desired link. An overwhelming consensus approved of the trail facility in general, and as discussions progressed, a number of spur routes were identified as prime connectors to the MG-NLC route. These spurs have been highlighted on the plan as major destinations points.

## Financing

No one element of trail development is as crucial as securing the necessary finances to proceed. There are many potential avenues of funding which should be exhausted as they arise. These include the following:

### Federal & State Sources

Chief amongst these are reimbursement funds programmed by NIRPC which include:

- Transportation Enhancement (TE)
- Congestion, Mitigation & Air Quality Program (CMAQ)
- Surface Transportation Program (STP)

The State of Indiana also maintains a number of regular funding outlets including:

- Recreational Trails Program (RTP)
- Lake Michigan Coastal Program

In addition to these, special appropriations from the US Congress are available to local entities by request on a yearly basis. Each one of these programs do require at least a 20% local match from the entity eligible for funding.

### Local Sources

A major advantage of funding trails with local sources of funding is time and cost-savings. Monies can be pulled from a number of sources as allowed by municipal code. Floating bonds is also an established method of funding which should always be considered.

### Miscellaneous Sources

Beyond traditional governmental areas of funding, a number of outlets remain as potential streams of monies to ignite trail development. Most prominently is the Regional Development Authority (RDA) which has as one of its charges the long-term mission of funding projects associated with Marquette Plan objectives. Private corporate donations are also helpful, most prominently land donations and/or construction of trail segments.

### Coordination

With planning, public support and funding identified, the next steps towards the eventual development of the MG-NLC Trail will involve coordinating all stakeholders to

implement the facility in a unified fashion.

A proven mechanism is the creation of an Interlocal Agreement (IA) between all parties outlining their commitment to develop the trail orderly and uniformly. A successful example is the Pennsy Greenway IA which was approved by the Towns of Munster and Lake County Parks. Since this IA's approval, each community has received federal monies to develop their section of the trail, with Munster ready to complete their segment of the Pennsy by the end of 2009. The creation of an IA also ensures a uniform set of design standards along the route of the MG-NLC Trail.

The successful establishment of an IA with these stakeholders will spur on further interest in the remaining segments of the Marquette Greenway for similar instruments of cooperation to be utilized. This will continue to ensure orderly development and consistent design standards through adjacent municipalities, parks, counties and states.

## Marketing

The Marquette Greenway, as envisioned, would represent one of the most significant urban trail systems in the country. A vision of such magnitude deserves an equally ambitious strategy to market its benefits locally and regionally. The development of a trail logo will represent the first step of such an effort. As an effective form of "branding" this logo brings to life the reality of the trail, and creates an identifiable image which will be used along the entire 50-mile corridor. The MG-NLC Trail would be one of the very first segments of new trail to utilize this logo and establish a family of site amenities for other jurisdictions to adopt.

Materials should be created that emphasize the Marquette Greenway as a true destination and "gateway" link to the National Lakeshore. These materials can take the form of brochures, postcards and maps which could be located at civic locations along the lakeshore, as well as other public destinations such as National Lakeshore sites (beaches, Visitors Center). Local chambers of commerce and county-based convention and visitors bureaus should be able to display these materials. NIRPC can also take the lead by working with local officials on educating the public on the Marquette Greenway's location and benefits. In addition, advocacy groups such as the Calumet Citizens for Connecting Communities (C4) are available to assist jurisdictions and the business in gaining public acceptance of the trail system.