FILED
OCT 15 2026
GALE A. NEULIEB
CITY CLERK
MICHIGAN CITY

AGENDA

COMMON COUNCIL – IN PERSON - REGULAR MEETING

Tuesday, October 20, 2026

Meeting to be held at **6:30 p.m.**, local time,
in the Council Chambers, City Hall 100 E. Michigan Blvd.
and **Hosted by "Hybrid/Zoom" and streaming live on the Access LaPorte County Facebook page**
See attached to connect to "Hybrid/Zoom."

CALL TO ORDER BY COUNCIL PRESIDENT

PLEDGE OF ALLEGIANCE TO THE FLAG and PRAYER

ROLL CALL

APPROVAL OF MINUTES Regular Council (Hybrid/Zoom) October 6, 2026

REPORTS OF STANDING COMMITTEES

FINANCE COMMITTEE MEETING

CLAIMS DOCKET

October 20, 2026

Fund #2235 – Riverboat – Claims -		**$**	**37,290.90**
	EFT	**$**	**0.00**
Rainy Day (Fund 2236)		**$**	**0.00**
Rainy Day	**EFT**	**$**	**0.00**
Fund #2504 – Boyd Development -		**$**	**0.00**
TOTAL CLAIMS		**$**	**37,290.00**

REPORTS FROM BOARDS AND COMMISSIONS

Nancy Moldenhauer, Council Sustainability Commission liaison:

- " A Proclamation Of The Sustainability Commission, Of The City Of Michigan, Indiana Supporting A Solar United Neighbors Solar Cooperative In LaPorte, Porter, And Lake Counties".

REPORTS OF SPECIAL or SELECT COMMITTEES

REPORTS FROM MAYOR OR OTHER CITY OFFICERS AND DEPARTMENTS

PETITIONS

COMMUNICATIONS

Correspondence was received in the Clerk's Office October 15, 2026, from Carlie Dunn, regarding the 2026 annual TIF spending Plan Workshop pursuant to IC 36-7-14-12.7.

Notice of Public Hearing – Variance Request was received in the Clerk's Office October 12, 2026, from the LaPorte County Building Commissioner - Michael Polan, that will be held on Tuesday, October 20, 2026.

Notice of 30 – Day Public Comment -received in the Clerk's Office on October 12, 2026, from the Indiana Department of Environmental Management requesting Part 70 Operating Permit for Lavendaer Fields Holding, LLC.

RESOLUTIONS

RESOLUTION **COMMITTING TO A GOAL TO ELIMINATE ROADWAY FATALITIES AND SERIOUS INJURY BY 2040 ON THE STREETS WITHIN THE CITY OF MICHIGAN CITY & ADOPTING THE SAFETY ACTION PLAN**

Introduced by: Bryant Dabney
Don Przybylinski

RESOLUTION **APPROVING THE SUBMISSION OF THE APPLICATION FOR THE 2027- 1 COMMUNITY CROSSING MATCHING GRANT PROGRAM WITH THE INDIANA DEPARTMENT OF TRANSPORTATION & SUPPORTING THE LOCAL MATCH FOR SAID GRANT**

Introduced by: Tim Bietry

RESOLUTION **A RESOLUTION OF THE COMMON COUNCIL OF MICHIGAN CITY , INDIANA CONDEMING HATE SPEECH, RELIGIOUS BIGOTRY, AND THE TARGETING OF ANY COMMUNITY BASED UPON RELIGION, FAITH, RACE, NATIONAL ORIGIN, OR OTHER PROTECTED CHARACTERISTIC**

Introduced by: Don Przybylinski

ORDINANCES

ORDINANCE
1st Reading **ESTABLISHING A TEMPORARY MORATORIUM ON A NEW DATA CENTER DEVELOPMENT AND CREATING SEC. 22-3 IN THE MICHIGAN CITY MUNICIPAL CODE**

Introduced by: Dr. Vidya Kora
Bryant Dabney
Daisy Lee
Greg Coulter
Tim Bietry
Don Przybylinski

ORDINANCE
3rd Reading

ORDINANCE OR RESOLUTION FOR APPROPRIATION AND TAX RATES

Introduced by: Bryant Dabney

Formal Public Hearing was held on October 6, 2026

Downloaded to Gateway on September 24, 2026

ORDINANCE
3rd Reading

AN ORDINANCE SETTING SALARIES AND WAGES FOR FOR APPOINTED OFFICIALS AND EMPLOYEES OF THE CITY OF MICHIGAN CITY, INDIANA, FOR THE CALENDAR YEAR 2027

Introduced by: Bryant Dabney

ORDINANCE
3rd Reading

AN ORDINANCE SETTING THE ANNUAL SALARY FOR THE MAYOR

Introduced by: Bryant Dabney

ORDINANCE
3rd Reading

AN ORDINANCE SETTING THE ANNUAL SALARY FOR THE CITY CLERK

Introduced by: Bryant Dabney

ORDINANCE
3rd Reading

AN ORDINANCE SETTING THE ANNUAL SALARIES FOR THE COMMON COUNCIL MEMBERS

Introduced by: Bryant Dabney

NEW BUSINESS

FYI: Mayor Angie is requesting the advice and consent of the members of the Michigan City Common Council regarding her new appointments of Paul Foreman to the Michigan City Board of Cemetery Trustees, term begins immediately and expires 12/31/2027; and Ted Perzanowski, term beginning immediatetley and expires 12/31/2028.

FYI: Mayor Angie is requesting the advice and consent of the members of the Michigan City Common Council regarding her re-appointments of Bunny Dimke and Albertine Allen beginning immediately and expires 11/01/2030; and Derald Borton and Marty Corley beginning immediately and expires 11/2/2030.

FYI: Mayor Angie is requesting the advice and consent of the members of the Michigan City Common Council regarding her new appointment of Brendan Coomes to the Michigan City Tree Board, term begins immediately and expires 08/01/2028.

FYI: The Council has one (1) appointment to the Michigan City Women's Commission due to Ms. Angela Carter's resignation (term will begin immediately and expire 12/21/27)

UNFINISHED BUSINESS

COMMENTS FROM THE PUBLIC

COMMENTS FROM THE COUNCIL

ADJOURNMENT

Gale A. Neulieb, City Clerk

You are invited to a Zoom webinar.
When: Tuesday, October 20, 2026, 6:30 PM Central Time (US and Canada)
Please click the link below to join the webinar:
https://us02web.zoom.us/j/84298000057?pwd=RXVRUkhobXI2aVE2R1lIR0VEVTl3dz09

Passcode : 463601 Webinar ID: 842 9800 0057 Passcode: 463601 Or One tap mobile:

FILED
OCT 13 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

MICHIGAN CITY COMMON COUNCIL

RESOLUTION NO. _____

COMMITTING TO A GOAL TO ELIMINATE ROADWAY FATALITIES AND SERIOUS INJURY BY 2040 ON THE STREETS WITHIN THE CITY OF MICHIGAN CITY & ADOPTING THE SAFETY ACTION PLAN

WHEREAS, the life and health of all persons living and traveling within the City of Michigan City, Indiana ("City") are the City Council's utmost priority, and no one should die or be seriously injured while traveling on City streets; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all roadway users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move motorists efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the roadway system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS, this Resolution is a required component of the Safe Streets and Roads for All Action Plan and sets forth the City's goal of reducing serious injuries and fatal crashes to zero by the year 2040; and

WHEREAS, the comprehensive Safety Action Plan for the City's Vision Zero Goal is attached hereto and incorporated herein as **Exhibit A**; and

WHEREAS, the Common Counsel reasonably believes that it is in the best interest of the City and residents herein to adopt **Exhibit A** as the City's comprehensive Safety Action Plan for the City's Vision Zero Goal.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Michigan City, Indiana as follows:

1. The aforementioned "whereas" sections are incorporated herein by reference as if fully set forth herein.

2. The City of Michigan City, Indiana hereby commits to a goal of achieving zero roadway fatalities and serious injuries by 2040 on the streets within the jurisdiction of the City ("Vision Zero Goal").

3. The comprehensive safety action plan to achieve the City's Vision Zero Goal attached hereto as **Exhibit A** is hereby approved and adopted.

This Resolution shall be in full force and effect after passage by the Michigan City Common Council and approval by the Mayor.

INTRODUCED BY: _____

Bryant Dabney, Member
Michigan City Common Council

_____

Don Przybylinski, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana this _____ day of _____, 2026.

_____

Tracie Tillman, President
Michigan City Common Council

Approved/Vetoed (*circle action taken*) by me, this _____ day of _____, 2026.

_____

Angie Nelson Deuitch, Mayor
Michigan City, Indiana

ATTEST:

_____

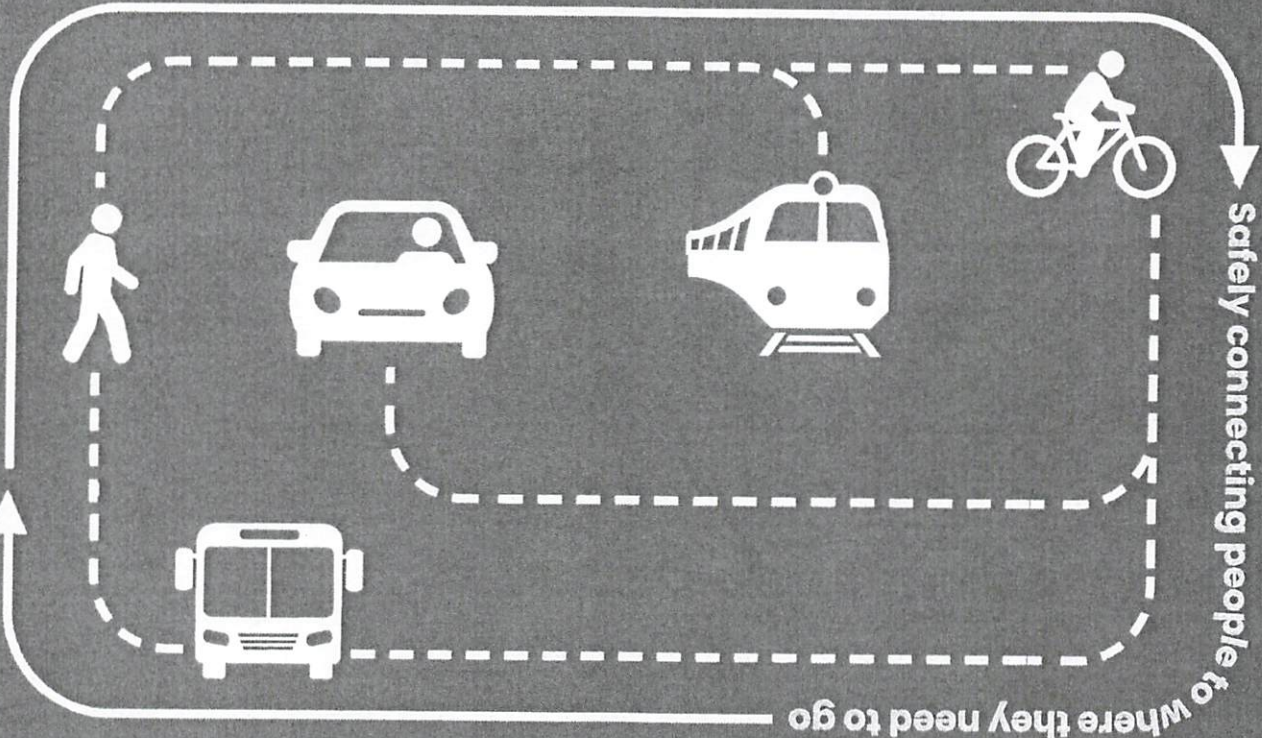
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel Upon Request

COPY

FILED
OCT 13 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

SAFETY ACTION PLAN



Michigan City, Indiana
2026

COPY

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Placeholder for Resolution

Acknowledgements

Special acknowledgement goes out to the leaders and hundreds of community members whose thoughtful ideas, active engagement, and honest critiques guided us through every stage of this process.

MAYOR
Angie Nelson Deuitch

CITY COUNCIL
Gregory Coulter
Daisy Lee
Joseph Nelson
Tim Bietry
Tracie Tillman
Nancy Moldenhauer
Bryant Dabney
Donald Przybylinkski
Vidya Kora

Project Steering Committee

Tim Werner, P.E.
City Engineer
City of Michigan City

Dominique Edwards, PhD
Planning Director
Michigan City Planning Department

Shong Smith
Director of Operations Street Department
City of Michigan City

Robin Tillman
Transit Director
City of Michigan City

Zach Tobin
Assistant City Enineer
City of Michigan City

Joe Coar
Vice President Tonn and Blank Construction
Michigan City Chamber of Commerce

Mitch Barloga
Transportation Planning Manager
NW Indiana Regional Planning Commission

Captain Greg Jesse
Captain of Patrol
Michigan City Police Department

Frank Rebac
Deputy Chief of Administration
Michigan City Fire Department

Brian Beach
Assistant Administrator
La Porte County Emergency Medical Services

Susan Harrison
Director of Transportation
Michigan City Area Schools

Contents

1. Background & Introduction 1
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3. Safety Analysis 29
4. Policy & Process Review 41
5. Project Recommendations 49
6. Implementation 71

1

Background & Introduction

PURPOSE & COMMITMENT

VISION ZERO COMMITMENT

Michigan City has established a goal of ending traffic deaths and serious injuries on city streets by 2050. The Michigan City Safety Action Plan advances this commitment by promoting a transportation system that serves people of every age and ability, provides safe and reliable connections between neighborhoods, and recognizes traffic-related death and injury as a preventable public health issue. The City and its partners will rely on data to direct investments, measure results, and communicate progress to the public.

The Safety Action Plan provides a comprehensive framework for understanding and addressing roadway safety throughout Michigan City. It combines an evaluation of crash trends, roadway conditions, and systemic risks with practical strategies intended to prevent fatal and serious-injury crashes. Its recommendations address the needs of everyone using the transportation system, including people walking, bicycling, rolling, riding public transit, and driving.

The plan is structured to satisfy the action-plan requirements of the federal Safe Streets and Roads for All program. This positions Michigan City and its eligible partners to pursue SS4A implementation funding and other federal or state resources for eligible safety projects. More broadly, the plan provides a coordinated basis for identifying roadway safety challenges, selecting effective countermeasures, and directing improvements to the locations and populations with the greatest needs.

HOW TO USE THIS PLAN

The Michigan City Safety Action Plan is intended to be a working guide for City departments, transportation agencies, elected officials, community organizations, safety partners, and members of the public. It supports both near-term decisions and long-range planning by presenting data, priorities, and implementable actions for creating safer streets across the planning area. The plan may be used in the following ways:

Strategic direction: Align policies, programs, partnerships, and transportation investments with the plan's vision, goals, and emphasis areas. The SAP provides a common framework for advancing Michigan City's commitment to eliminating roadway fatalities and serious injuries.

Project selection and prioritization: Use the crash analysis, High Injury Network, systemic-risk findings, and assessment of underserved communities to identify locations and treatments with the greatest potential safety benefits. These resources can help direct limited funding toward the most urgent and consequential needs.

Funding applications: Reference the plan's SS4A eligibility, supporting analysis, and recommended strategies when pursuing Safe Streets and Roads for All implementation grants and other federal, state, regional, or local transportation-safety funding.

Community engagement: Incorporate the plan's engagement findings and public-input tools into future outreach. Continued engagement can help the City verify changing conditions, understand community experiences, and ensure that projects respond to local priorities.

Performance management: Apply the plan's targets and performance measures to monitor implementation and evaluate whether completed actions are improving safety. Regular public reporting, including annual progress updates and more comprehensive five-year reviews, will promote accountability and inform necessary adjustments.

Policy and design updates: Consult the policy assessment and safety toolkit when revising ordinances, street-design standards, development requirements, operating procedures, and other institutional practices that affect transportation safety.

Coordinated implementation: Use the plan to strengthen collaboration among planners, engineers, public-works staff, law enforcement, emergency responders, transit providers, educators, public-health professionals, community organizations, and safety advocates. This coordination reinforces the Safe System principle that responsibility for preventing severe crashes is shared among everyone who plans, designs, operates, and uses the transportation network.

THE SS4A PROGRAM

In response to the continued national increase in roadway fatalities, the U.S. Department of Transportation developed the National Roadway Safety Strategy (NRSS). The strategy establishes a coordinated framework for reducing deaths and serious injuries on the nation's transportation system, sets a long-term goal of zero roadway fatalities, and identifies the Safe System Approach as the foundation for federal roadway-safety efforts.

To advance the NRSS, the Bipartisan Infrastructure Law created the Safe Streets and Roads for All (SS4A) discretionary grant program. Congress appropriated $5 billion to the program for the five-year period from 2022 through 2026. Eligible applicants include metropolitan planning organizations, counties, cities, towns, transit agencies, federally recognized Tribal governments, and certain multijurisdictional groups. Coordination with state departments of transportation is encouraged, although state DOTs cannot apply directly for SS4A funding.

By completing the Michigan City Safety Action Plan, the City establishes a framework for coordinated safety investments and positions itself to pursue SS4A Implementation Grants and other transportation-safety funding opportunities.

SS4A Eligibility

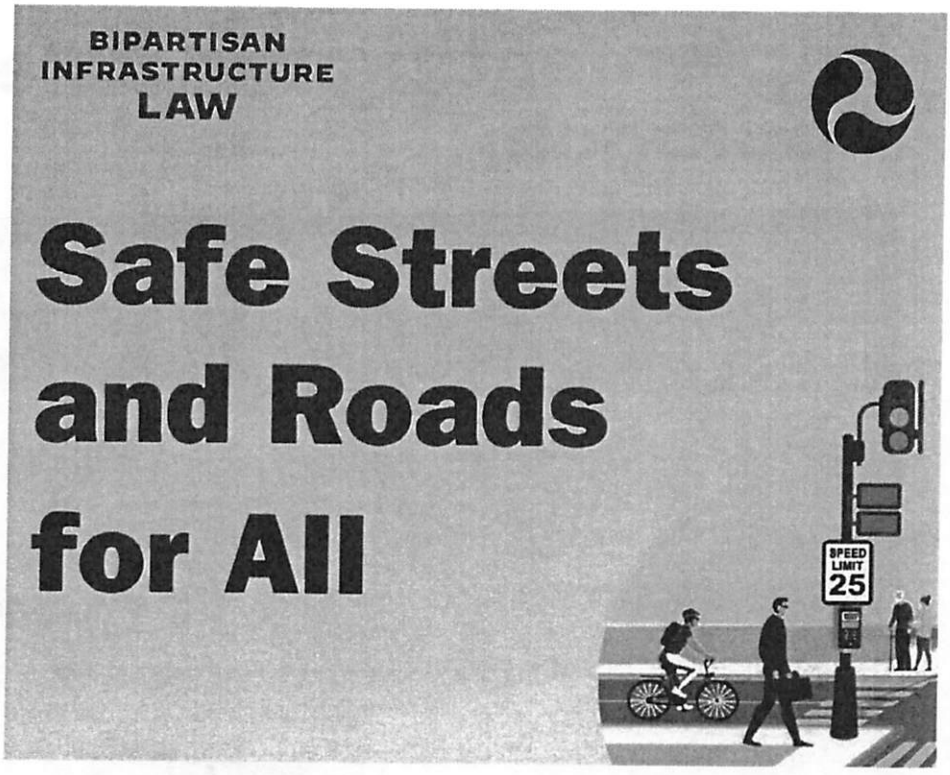
Eligibility for an SS4A Implementation Grant is evaluated using the program's Self-Certification Eligibility Worksheet. The worksheet identifies the required components of a qualifying safety action plan, including leadership commitment, safety analysis, public and stakeholder engagement, equity considerations, policy and process changes, an implementation strategy, and methods for measuring progress.

The eligibility table below identifies each SS4A requirement and provides the corresponding page or section where the requirement is addressed.

	Safety Action Plan Requirements	Page
✓	Public Commitment to Zero Fatalities and Serious Injuries	i
✓	Target Date for Commitment	i
✓	Public Engagement	19
✓	Inclusive Processes	19
✓	Incorporation of Information Received form the Public	19
✓	Plan Guided by Safety Committee	21
✓	Publicly Shared Online	22
✓	Analysis of Existing Conditions	30
✓	Demographic Analysis	31
✓	Crash Trends Analysis	32
✓	Geospatial Identification of Higher Risk Locations	35
✓	High-Risk Road Feature Analysis	35
✓	Assessment of Current Policies and Plans	41
✓	Policy and Guideline Recommendations	47
✓	Prioritized, Time-Specific Projects and Strategies	49
✓	Coordination with Inter- and Intra-Governmental Agencies	53
✓	Progress Metrics	75

Zero is our goal. A Safe System is how we get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System Approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safety System Approach to your community.



Safe System Principles

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System Approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

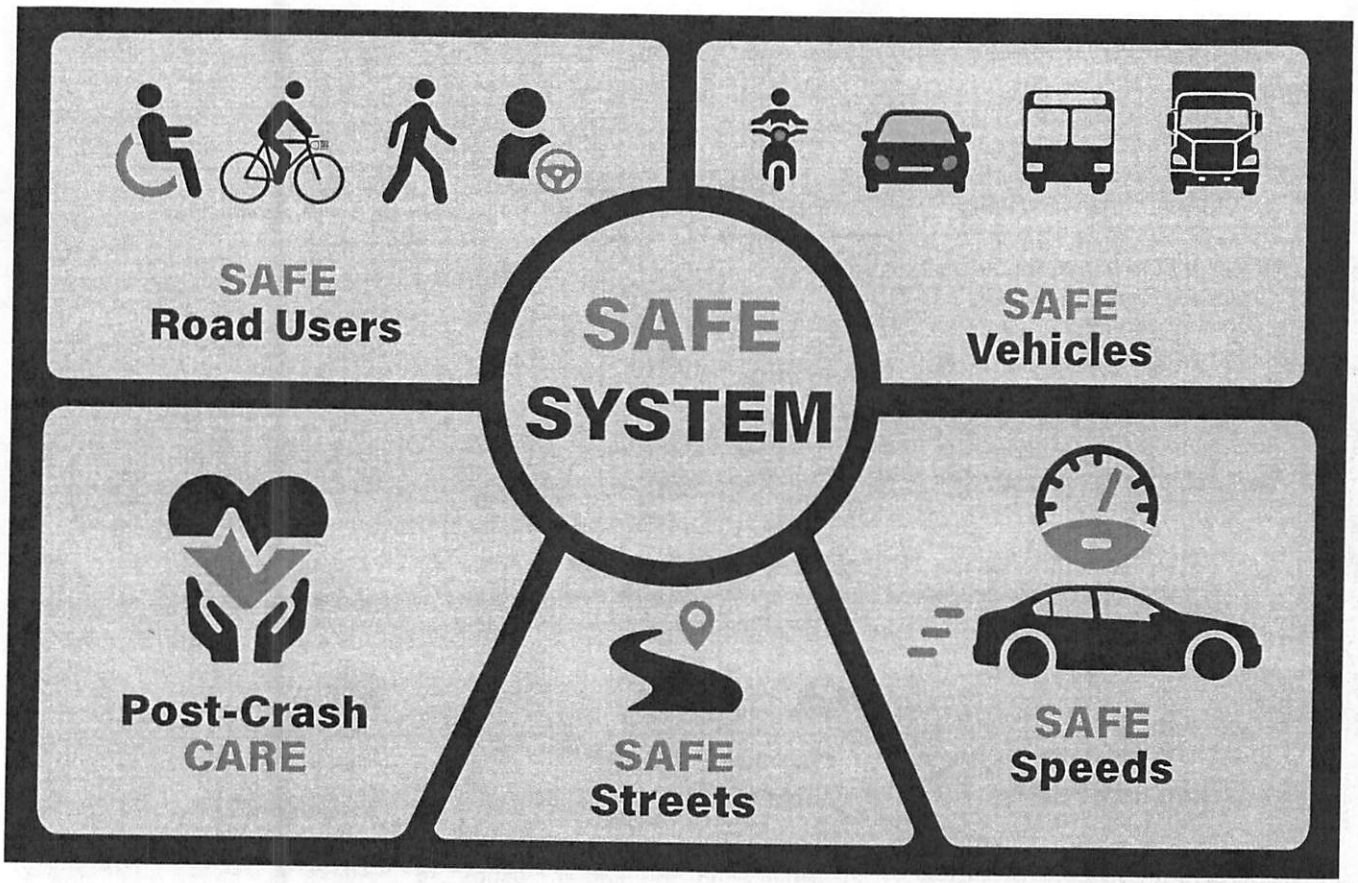
Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Critical

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Source: https://highways.dot.gov/safety/zero-deaths

Implementing the Safe System Approach



Achieving zero roadway fatalities and serious injuries requires a change in how transportation safety is understood and addressed. The Safe System Approach begins with the recognition that people will make mistakes and that the human body has a limited ability to withstand crash forces. The transportation system must therefore be planned, designed, and operated with multiple safeguards that prevent mistakes from resulting in death or life-altering injury.

Through this approach, responsibility for safety does not rest solely with an individual road user. It is shared among the people and organizations that plan, design, construct, operate, maintain, and use the transportation system. This human-centered framework calls for proactive identification and reduction of risk rather than relying only on responses to crashes after they occur.

The Michigan City SAP organizes its analysis and recommendations around the five complementary elements of the Safe System Approach shown on the following page. These elements operate together to create overlapping layers of protection. If one safeguard is unsuccessful, other parts of the system should reduce the likelihood that a crash occurs or limit its severity when it does.

This framework provides the foundation for the policies, programs, and infrastructure countermeasures presented throughout the plan. Applying it will help Michigan City make future investments, design practices, and community initiatives more proactive in managing risk, reducing dangerous speeds and crash forces, and accounting for the predictable mistakes of everyone who uses the transportation system.



The Safe System Approach recognizes that people make mistakes and are vulnerable to crash forces, so streets, intersections, and bridges should provide multiple layers of protection that prevent crashes and reduce their severity. In Michigan City, this means improving connections among neighborhoods, commercial areas, the downtown and lakefront while making travel safer for people walking, bicycling, using transit, and driving.

IMPLEMENTATION OF THE SAFE SYSTEM APPROACH REVOLVES AROUND FIVE OBJECTIVES, EACH WITH ITS OWN RELEVANT ACTIONS.

SAFER PEOPLE

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

SAFER VEHICLES

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

POST-CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

SAFER STREETS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

SAFER SPEEDS

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

PLAN ELEMENTS

The Michigan City Safety Action Plan is organized around six interconnected elements that establish its vision, document safety needs, and guide implementation. Together, these elements move the plan from an understanding of existing conditions to a coordinated program of policies, projects, and measurable actions.



VISION

Establishes a shared commitment that reflects community values, long-term safety goals, and Michigan City's objective of eliminating roadway fatalities and serious injuries. The vision provides the foundation for the plan's priorities, strategies, and actions.

BACKGROUND & CONTEXT

Describes Michigan City's transportation network, planning environment, roadway characteristics, and relevant crash trends. This element introduces Safe System principles, explains the need for coordinated safety improvements, and connects local efforts with the federal Safe Streets and Roads for All program.

ANALYSIS

Uses crash data, the High Injury Network, roadway characteristics, and systemic risk factors to identify safety patterns and priorities. The analysis highlights locations, behaviors, facility types, and conditions that warrant focused attention and investment.

ENGAGEMENT

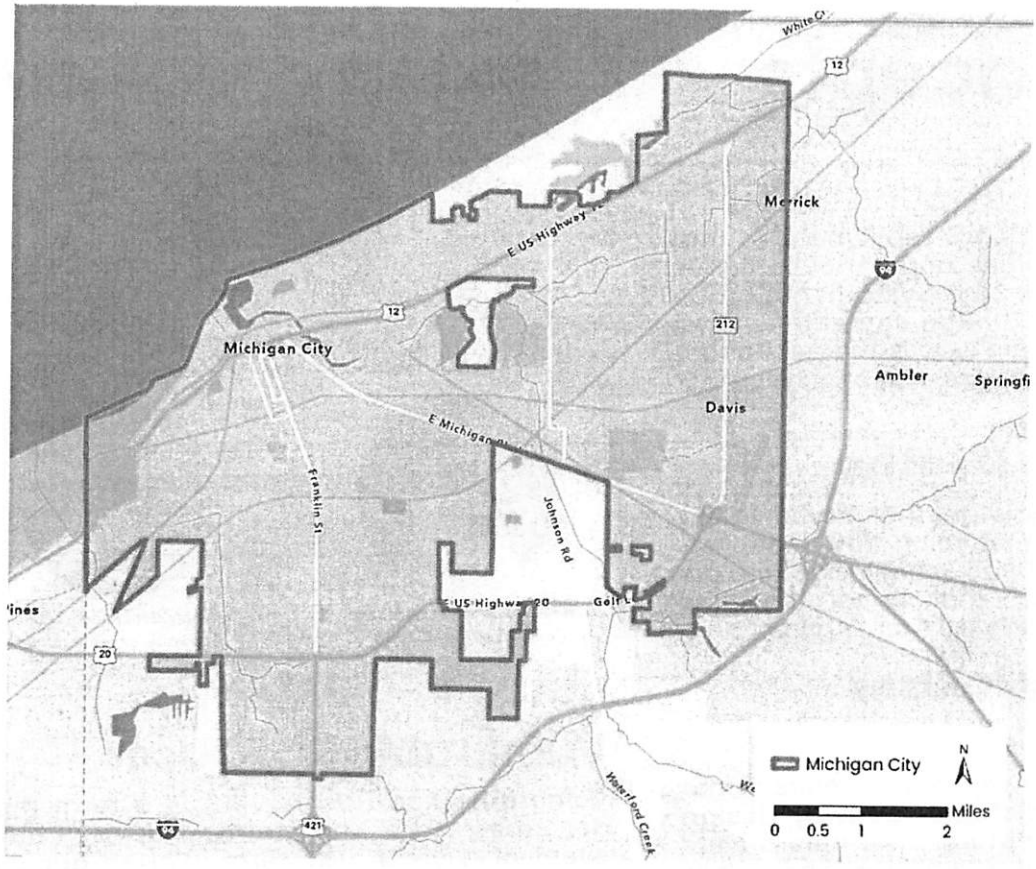
Documents how residents, stakeholders, agency partners, and community organizations contributed to the plan. It explains how public experiences and priorities informed the identification of safety concerns, the evaluation of potential solutions, and the development of recommended actions.

SAFETY TOOLKIT

Provides a reference of proven engineering countermeasures, policy actions, programs, and systemic safety strategies that may be applied in different roadway and community contexts. The toolkit helps connect identified risks with appropriate, evidence-based interventions.

ACTION PLAN

Presents the policies, programs, priority projects, and concept-level improvements recommended to advance Michigan City's goal of eliminating fatal and serious-injury crashes. It also establishes an implementation framework addressing responsibilities, partnerships, potential funding sources, project sequencing, performance monitoring, and public reporting.



The SAP study area includes everyone who travels within Michigan City—*whether walking, bicycling, rolling, taking transit, driving, or operating a commercial vehicle*—and emphasizes connections between neighborhoods and essential destinations.

Planning Area Overview

The Michigan City Safety Action Plan encompasses the transportation network within Michigan City, Indiana. Located along Lake Michigan in LaPorte County, the city includes a diverse mix of established neighborhoods, commercial and industrial districts, schools, parks, employment centers, and regional destinations such as the lakefront and Indiana Dunes National Park.

Michigan City's network includes local streets, state and federal highways, freight and passenger rail corridors, public-transit routes, sidewalks, bicycle facilities, trails, and local streets. The planning area is undergoing significant change associated with the South Shore Line Double Track project, station-area redevelopment, and related transit-oriented development. These investments create opportunities to improve walking, bicycling, transit access, ADA accessibility, street connectivity, and public spaces while accommodating new development and changing travel patterns.

Because the network is operated and influenced by several entities (including the City, INDOT, NICTD, Michigan City Transit, NIRPC, LaPorte County, and other regional partners) achieving safer streets will require coordinated action across roadway ownership, transportation modes, and jurisdictional boundaries. The Safety Action Plan therefore takes a citywide and multimodal approach while recognizing that transportation risks and access barriers are not distributed equally. This framework allows the City to address documented safety concerns, identify systemic risk factors, and prioritize improvements where the potential to prevent fatal and serious-injury crashes is greatest.

Key Concepts

Vision Zero

Vision Zero is the global movement to end traffic-related fatalities and serious injuries by incorporating a Safe System Approach to roadway safety. Though sometimes used interchangeably, Vision Zero is the goal and a Safe System Approach is the way to achieve that goal.

Toward Zero Deaths

Toward Zero Deaths is another traffic safety program focused on reducing traffic fatalities to zero. Toward Zero Deaths and Vision Zero are complementary efforts that support the same goals and the use of a Safe System Approach.

Consistency in User Experience

Consistency in driver experience refers to the importance of predictable roadway design and traffic control features that help drivers anticipate what's ahead and respond safely. When roadway elements—such as roundabouts, crosswalks, signage, and lane configurations—are applied consistently across locations, drivers are better able to recognize patterns, make informed decisions, and avoid errors. This concept supports the Safe System Approach by reducing confusion and cognitive load, especially in high-risk environments. Consistent design also improves safety for vulnerable road users by reinforcing expectations for yielding, speed control, and visibility.

Underserved Community

Underserved and disadvantaged communities are those that face systemic barriers to full economic, social, and civic participation and experience disproportionately high health, environmental, and economic impacts.[1]



Vulnerable Road User

Vulnerable Road User (VRU) is a term that describes those who are most at risk in the event of a crash. The term is often applied to pedestrians and bicyclists but sometimes broadened to include motorcyclists or specified to the elderly or the disabled. The concept of a vulnerable road user is important because they account for a growing share of roadway fatalities in the U.S.[2]

Crashes, Not Accidents

The specific language used to describe events can significantly alter the meaning. Fatal and serious injuries have a real impact on crash victims and families who must face the realities of an unforgiving transportation system. The term 'accident' implies there is little that can be done to prevent an event where no fault is evident. However, crashes are preventable, and changing the words we use can profoundly alter people's perception of the problem and empower communities to reduce traffic-related injuries and make safer streets.

1 https://eelp.law.harvard.edu/wp-content/uploads/2023/09/2023-update-to-the-DOT-Equity-Action-Plan-compressed.pdf

2 https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf

Injury Classifications

Each record in the crash data represents one crash and includes an injury status for each crash. Different levels of injury severity carry distinct implications for public health, emergency response, and roadway improvements. Injury classifications are defined as follows:

Fatal Injury: Any injury that results in death within a 30 day period after the crash occurred.

Incapacitating (Serious) Injury: A non-fatal injury that prevents the injured person from walking, driving,or normally continuing the activities the person was capable of performing before the injury.

Incapacitating injuries are also referred to as serious injuries and together with fatal injuries are the target of this Plan.

Non-incapacitating Injury: An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment.

Possible Injury: Any injury reported or claimed which is not visible.

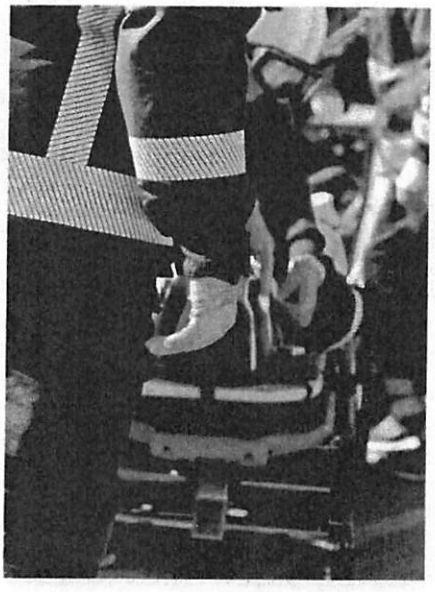
Property Damage Only (PDO): No apparent injuries.

To better summarize trends and patterns, injury classifications are grouped into three groups:

- Killed or Seriously Injured (KSI) - Fatal Injury and Incapacitating Injury Crashes
- Minor Injury - Non-Incapacitating Injury Crashes and possible injuries
- Property Damage Only (PDO)



Crash outcomes range from property damage only to fatal injury. The Safety Action Plan places particular emphasis on crashes resulting in death or serious injury, collectively classified as KSI crashes.



Related Plans

The following existing plans and studies form the baseline for the Michigan City Safety Action Plan by identifying roadway characteristics, transportation contexts, and community concerns that have previously been studied and that apply to the safety planning process. Each summary identifies any exact roadways mentioned, associated concerns, and how the plan or study proposes that issues or challenges be addressed. Where no specific road is mentioned, the summary captures context related to the transportation network.

1. Vibrant Michigan City Playbook (2023)

The Vibrant Michigan City Playbook outlines a place-based Community-Centered Economic Inclusion (CCEI) agenda developed in partnership with the Brookings Institution and the Local Initiatives Support Corporation (LISC). The plan focuses on three priority areas (the West Side, Midtown, and East Side) identified through data as neighborhoods with both concentrated need and undervalued assets. Together, these areas contain roughly one-third of the city's population and are among the densest, most racially diverse, and youngest parts of Michigan City.

Transportation Network Context

The playbook identifies transportation as a critical barrier to employment. Workforce development agencies are geographically scattered and difficult to access via public transportation. The plan recommends assessing bus routes and schedules to better meet workforce demands, and supporting the Transit Triangle connecting Michigan City, LaPorte, and Purdue University Northwest. Multiple trail projects are also identified, with the goal of connecting priority area neighborhoods to the regional trail system and the lakefront.

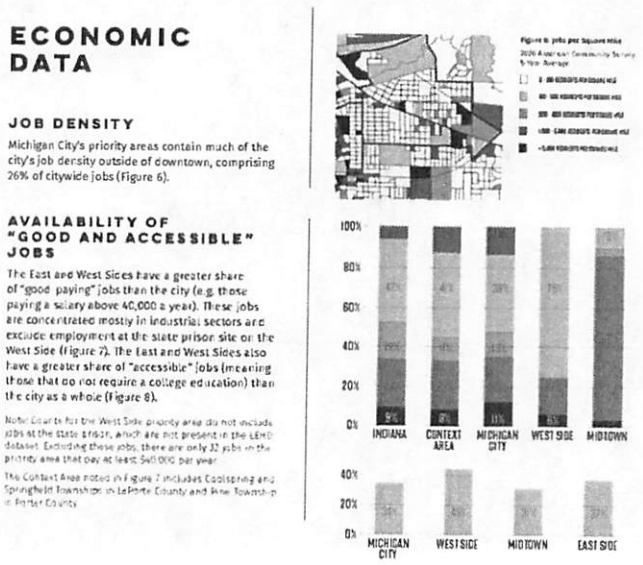
> "Michigan City's priority areas contain critical economic assets, but its residents are not benefiting from these assets and experience disproportionate economic hardship compared to the city as a whole."
>
> -Vibrant Michigan City Playbook, p. 17

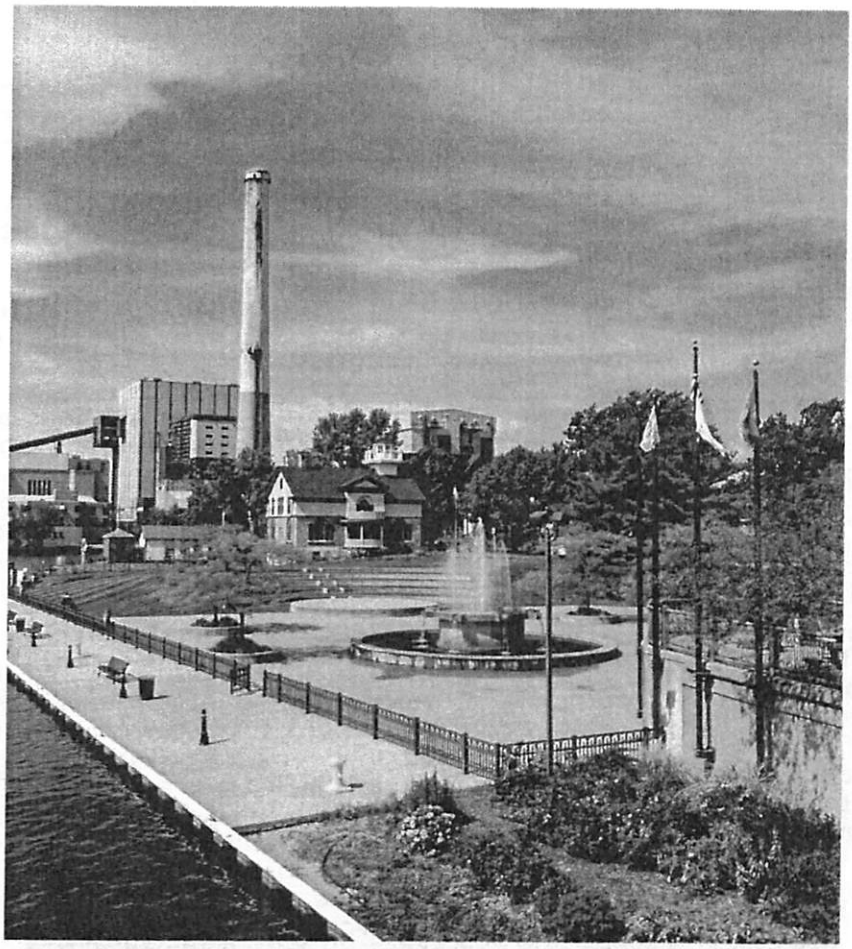
Roadways Mentioned

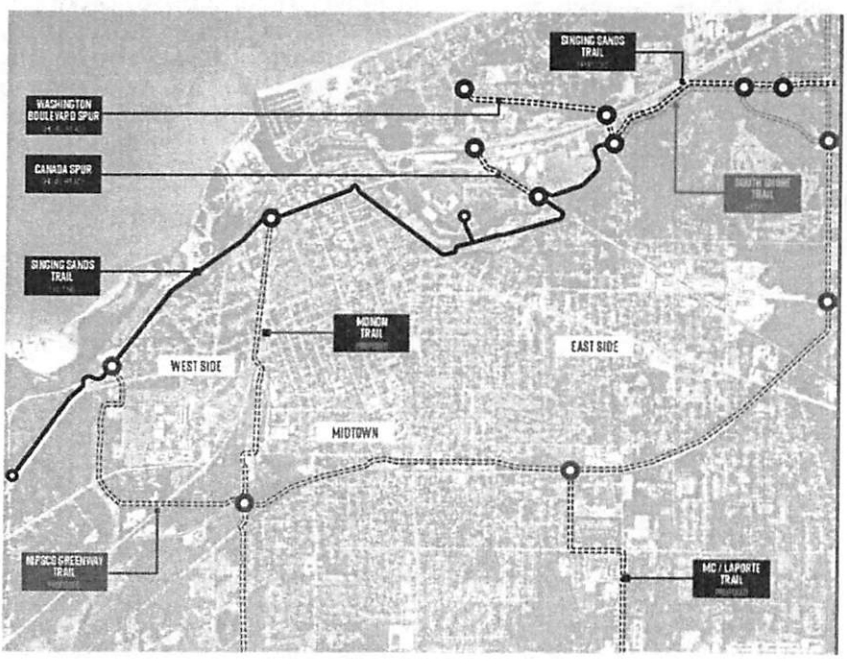
U.S. Highway 12 (US 12): Identified as a physical barrier that cuts the West Side neighborhood off from Indiana Dunes National Park and Lake Michigan.

Michigan Boulevard: Identified as the main commercial corridor for East Side neighborhoods and a gateway corridor to Michigan City and Indiana Dunes National Park from the east. The corridor has comfortable sidewalks and landscape elements but lacks sufficient destinations for residents, particularly East Side residents who lack transportation options.

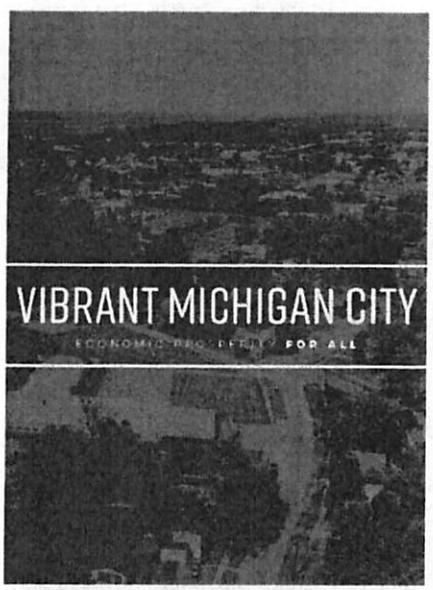
Franklin Street (South Franklin): Identified as the city's primary walkable commercial corridor running north to south from Downtown to Midtown. North of the South Shore tracks, Franklin Street has streetscape amenities and well-supported businesses; south of the tracks, it lacks those amenities and has higher commercial vacancy, deteriorated buildings, and a lack of pedestrian amenities and crosswalks. The playbook proposes developing a streetscape plan for South Franklin Street, and coordinating with Franciscan Health and the Elston school campus to spur investment.







The Vibrant Michigan City Playbook (2023) identifies transportation and placemaking investments that can strengthen connections between neighborhoods, employment, commercial districts, trails, and the lakefront. The plan highlights expansion of the city's trail system and improvements along key corridors to support safer access, neighborhood revitalization, and economic opportunity.



2. Michigan City 2040 Strategic Action Plan (2024)

The Michigan City 2040 Strategic Action Plan, prepared by the Michigan City Economic Development Corporation, provides a comprehensive economic development strategy organized around five focus areas: economic inclusion, workforce development, placemaking, storytelling, and economic modernization. The plan is grounded in extensive community engagement including over 120 survey responses, roundtables, and interviews with business executives, civic leaders, and elected officials.

Transportation Network Context

The plan identifies the South Shore Line Double Track as a transformative infrastructure investment that significantly enhances Michigan City's development options and connectivity to Chicago. The plan promotes transit-oriented development as a key opportunity and recommends expanding public transportation options within and among communities across the region. The plan also notes that hurdles such as transit, childcare, and housing affordability limit employment options, forcing employees to consider relocation or to settle for lower-income local options.

Roadways Mentioned

Michigan Boulevard: The plan recommends considering the establishment of a business improvement district along Michigan Boulevard to strengthen business promotion and marketing, enhance the urban environment, increase security and safety, and support business advocacy.

3. NW Indiana Regional Development Authority (RDA) Comprehensive Strategic Plan (2025)

The Northwest Indiana RDA Comprehensive Strategic Plan sets a 20-year direction for regional investment across six key priorities including removing barriers to lakefront communities, expanding commuter rail, and reducing the negative impacts of congestion on highway corridors.

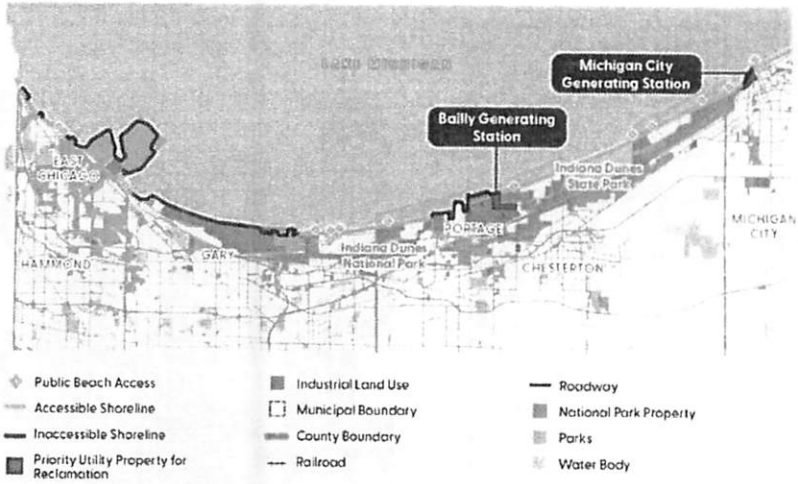
Transportation Network Context

The plan emphasizes the importance of rail projects as transformative investments. The plan recommends expanding commuter rail service to additional communities, continuing to upgrade existing stations, and exploring TOD opportunities unlocked by new or enhanced rail service. The plan also identifies gaps in first- and last-mile connections and the absence of service to communities such as Valparaiso and Crown Point. Stakeholders emphasized that creative, multimodal approaches are needed rather than simply expanding highway capacity, and that the RDA can play a catalytic role by aligning corridor strategies with redevelopment, TOD, and lakefront investments.

Roadways Mentioned

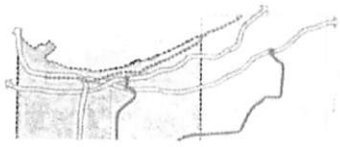
US 12: The plan recommends designating US 12 as a Scenic Byway to highlight the natural beauty and tourism potential of the Indiana Dunes.

Zones of Shoreline Access

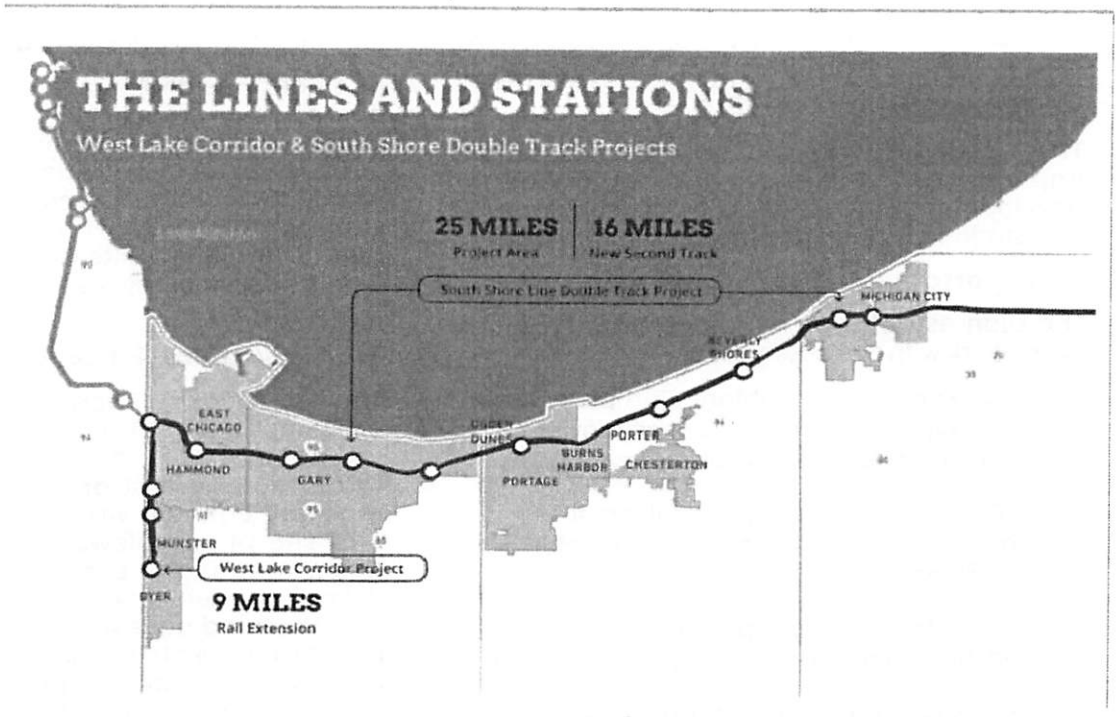


Highway Corridors

REDUCE THE NEGATIVE IMPACTS OF CONGESTION ON HIGHWAY CORRIDORS



Michigan City is located within a priority zone identified in the NW Indiana RDA Comprehensive Strategic Plan for coordinated shoreline access improvements that better connect communities to Lake Michigan, regional destinations, and recreational assets.



Two stations in Michigan City represent the eastern bookend for the Transit Development Districts (TDD) identified in the NIRPC Transit-Oriented Development (TOD) Program Funding Report.

4. NIRPC Transit-Oriented Development (TOD) Program Funding Report (2022)

The NIRPC TOD Program Funding Report provides a framework for aligning land use and transit investment across Northwest Indiana, including around Michigan City's South Shore Line stations. The report evaluates 18 station areas based on eight elements: population density, employment density, housing density, walk score, bike score, transit frequency, transit ridership, and the presence of a TOD plan.

Transportation Network Context

The report identifies 12 TOD strategies including: updated land-use regulations to include pedestrian connectivity; improving transit accessibility using universal design standards; increasing roadway safety through traffic calming techniques and ensuring utilization of safety design standards; improving pedestrian and bicycle access to high-density population areas, employment, retail centers, transit stations, parks, and schools; and establishing region-wide bike share programs.

The report notes that areas with frequent bus and rail services make public transportation more reliable and promote less driving, and that areas with good access to sidewalks and safe bikeways are essential for successful TOD. The report recommends curbside management for transit destination options, planning for curbside loading and unloading, and improving street connectivity through interconnected street grids with small blocks and high intersection density.

Roadways Mentioned

11th Street (Michigan City South Shore Station): The station is located along 11th Street, which was temporarily closed during construction. The TOD area is classified as TOD II (Suburban Community) and is located downtown. Recommendations include safety improvements, new connections, ADA accessibility, and transit facilities.

Carroll Avenue Station: Defined as TOD II, located east of downtown within the Krueger Livable Center. Major roads include Carroll Ave, Holiday St., N. Roeske Ave., and Rose Street. The area lacks street-shared or marked bike lanes, has limited crosswalks, safety features, and seating areas, and direct access to the station is limited by the rail yard. Roeske Ave is recommended as a good road for biking for advanced bicyclists. Recommendations include improving connectivity to the station, and adding streetscape, walk and bike elements, sidewalks, bike facilities, crosswalks, ADA features, and landscaping. The area is classified as TOD Emergent.

5. NW Indiana Transit Development District (TDD) TOD Strategic Implementation Plan (2023)

The Northwest Indiana TDD TOD Strategic Implementation Plan provides guidance for development within districts established around TOD stations, including those in Michigan City.

Transportation Network Context

The plan establishes a thoroughfare typology framework with five categories:

- TOD Priority Thoroughfare: Complete Street with highest intensity of activity, lower vehicle speeds, safe walkable conditions
- TOD Connector: multi-modal street balancing modes to connect to major facilities
- Key Vehicular Route: primarily vehicular but ensuring access and safety for all modes
- Key Pedestrian Route: primarily for pedestrians, may accommodate bicyclists as a trail or greenway
- Trail/Greenway

The plan recommends conducting sidewalk and trail conditions assessments, upgraded sidewalks, ADA ramps, and bike/scooter facilities, and improving street connectivity through interconnected street grids.

Roadways Mentioned

The roads identified in the TDD TOD Plan fall outside of the Michigan City SAP study area, however, in general the plan recommends improving safety for people walking and biking, maintaining acceptable traffic flow, and better connecting residents and visitors to destinations.

6. Sensible Tools Handbook+ (2023)

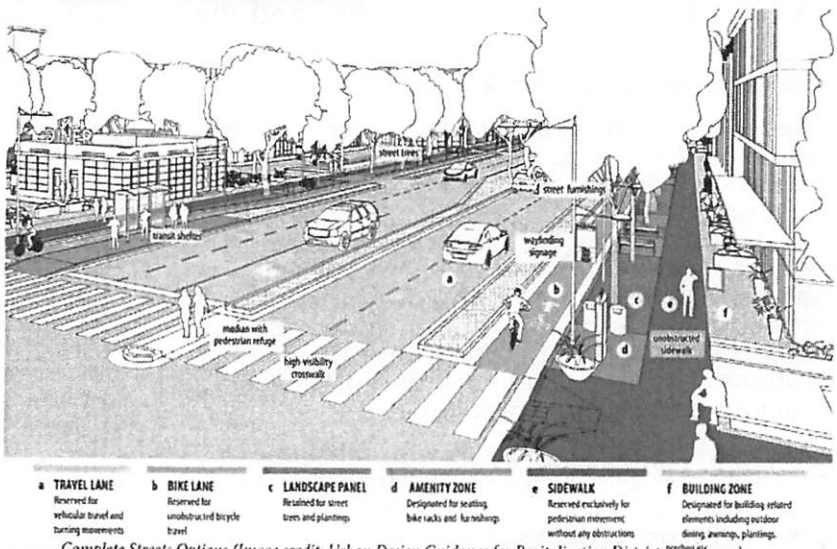
The Northwest Indiana Sensible Tools Handbook serves as a regional guide for local leaders to balance growth, economic development, and safety through updated land-use checkups. The handbook identifies the crucial link between poor transportation policy and negative community health, and highlights Complete Streets, Vision Zero, and best practices for protecting vulnerable populations.

Transportation Network Context

The handbook's checklists require subdivision ordinances to mandate continuous sidewalks on major streets, narrow local street widths to discourage fast driving, and ensure local roadway connectivity. For development plan and site plan reviews, it recommends strict access management to limit the number of driveways intersecting with thoroughfares, safe and sheltered pedestrian pathways connecting public sidewalks to transit stops, and robust ADA-accessible and bicycle parking standards. The three strategies cited in the handbook that relate directly to the transportation network are:

- Increase roadway safety through traffic calming techniques and ensure utilization of safety-based design standards.
- Encourage municipalities to update land-use regulations that include pedestrian connectivity between land uses.

GRAPHIC 3: ELEMENTS OF COMPLETE STREETS



Complete Streets Options (Image credit: Urban Design Guidance for Revitalization Districts and Areas)

Sensible Tools Handbook for Indiana

An illustration of a Complete Street design from the Sensible Tools Handbook+ for Indiana, showing a balanced right-of-way that integrates safe, multi-modal infrastructure for pedestrians, bicyclists, transit users, and motorists.

- Encourage businesses to apply universal design principles when establishing new businesses to comply and surpass minimum ADA Standards in existing businesses.

Roadways Mentioned

No specific roadways are mentioned in the handbook, however, several policy recommendations can serve as best practice guidance in this SAP. This includes Complete Streets codification, access management & parking standards, establish bicycle parking standards, and codifying universal design principles into all public right-of-way standards.

7. NWI 2050 + Metropolitan Transportation Plan (MTP) for Northwest Indiana (2023)

The 2023 NWI 2050+ MTP frames the future of Michigan City's transportation network as a multi-modal hub that integrates major regional transit investments with local active transportation and safety initiatives.

Transportation Network Context

At the core of this regional strategy is the South Shore Line Double Track project, which eliminated street-running rail on 11th Street, and serves as the primary catalyst for major investment in the downtown station corridor.

To leverage this high-capacity rail asset, the MTP prioritizes integrating local networks through major active transportation initiatives, and establishing local bicycle boulevards on key corridors. The MTP also highlights the need to support Michigan City Transit (MCT) by upgrading neighborhood bus shelters, improving local route frequency, and expanding transit connections to high-demand areas like the Woodland Medical Complex on 400N, to foster a safer, highly connected local network that seamlessly feeds into the broader regional system.

Roadways Mentioned

Trails: Paving the currently unpaved Calumet Trail segment from Dune Acres to Michigan City and completing the Lincoln Memorial Trail, linking Michigan City with the Purdue Northwest campus and Westville.

The plan includes addition of bike infrastructure for each relevant road on the Michigan City to La Porte via Goldring Road corridor as well as the Michigan City to Hudson Lake via County Roads corridor as follows:

Wabash, 11th St to Coolspring Ave: Bicycle Boulevard.

Coolspring, Wabash to Cleveland Ave: Bicycle boulevard; possible narrow bike lanes or striped shoulder

Cleveland Ave, Coldspring to US 20: Bicycle boulevard. Redesign of US 20 intersection for improved pedestrian/bicycle access

Cleveland Ave, US 20 to W 400N: Lane reduction to three lanes with protected bike lanes or sidepath.

W 400N, Franklin to Wozniak Rd: Add sidepath.

Wozniak Rd, W 400N to W 350N: Add sidepath.

W 300N/N 725 W, N Goldring Rd, Wozniak to Small Rd: Rural bicycle boulevard. Small Rd connection to La Porte.

8th St, Huron to Michigan Blvd: Bicycle boulevard outside core. High visibility crossing at Michigan Blvd. Consider backing diagonal parking between Wabash and Pine

8th Street, Michigan Blvd to Springland: Bicycle boulevard.

Springland Ave, 8th St to Karwick Rd: Bicycle boulevard.



An infographic from the NWI 2050+ Metropolitan Transportation Plan outlining the regional design standards and roadway typologies for different on-street and separated bicycle facilities

6. Michigan City Transit Public Transportation Agency Safety Plan (PTASP) (2020)

The Michigan City Transit PTASP is a federally required safety plan developed in accordance with 49 CFR Part 673. The plan establishes a Safety Management System (SMS) for Michigan City Transit, which operates fixed route, commuter, and complimentary paratransit services. The plan is organized around four components: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Transportation Network Context

The PTASP establishes transit safety performance targets based on five years of historical data. The plan identifies hazards through daily and incremental system assessments of personnel, assets (rolling stock, facilities, and equipment), and the overall system. The plan emphasizes that new routes are strategically developed with safety as the priority and passenger access as a secondary consideration. The plan also coordinates safety performance targets with the NIRPC and INDOT annually.

Roadways Mentioned

No specific roadways are identified by name in the PTASP. The plan operates at the system level for the transit network.

Conclusion

The reviewed plans and studies provide an important foundation for the Michigan City Safety Action Plan by documenting transportation conditions, community concerns, and previously recommended improvements along several city corridors. Common themes include high-speed traffic and heavy vehicles, incomplete pedestrian and bicycle facilities, barriers created by highways and rail lines, limited access to transit and the lakefront, and a need for stronger connections between neighborhoods and destinations. The documents consistently support streetscape improvements, safer crossings, traffic calming, ADA-accessible facilities, expanded trails, improved station access, and transit-oriented development. Although most of these documents were not prepared specifically as roadway-safety plans, their findings help identify locations and contexts that should be considered in the SAP's crash analysis, project prioritization, and implementation strategies.

Michigan City Roads Identified in Reviewed Documents

Corridor	Plan or Study	Recommendations
Michigan Boulevard	Vibrant Michigan City Playbook; Michigan City 2040 Strategic Action Plan; NIRPC TOD Program Funding Report	Address the distinct character needs of both the industrial section and the walkable commercial corridor. Incorporate traffic-calming upgrades to improve pedestrian experiences and support commercial and retail viability.
Franklin Street / South Franklin Street	Vibrant Michigan City Playbook; NIRPC TOD Program Funding Report	Streetscape plan, additional crosswalks and pedestrian facilities, traffic-calming improvements, and coordination with nearby institutions and redevelopment projects. Enhance pedestrian and bicycle mobility
11th Street	NIRPC TOD Program Funding Report; Northwest Indiana TDD TOD Strategic Implementation Plan	Improved pedestrian and bicycle connections, ADA-accessible facilities, transit amenities, lighting, wayfinding, and station-area safety improvements.
Pine Street	NIRPC TOD Program Funding Report	Pine Street is included in the station-area network targeted for improved walking, bicycling, accessibility, circulation, and transit connections.

Corridor	Plan or Study	Recommendations
Washing-ton Street	NIRPC TOD Program Funding Report	Station-area improvements include safer pedestrian and bicycle access, ADA accessibility, streetscape enhancements, and stronger connections to transit and downtown destinations.
Cedar Street	NIRPC TOD Program Funding Report	Cedar Street's role in station access and circulation should be addressed through coordinated pedestrian, bicycle, ADA, lighting, and transit-access improvements.
Carroll Avenue	NIRPC TOD Program Funding Report	Better station connections, sidewalks, bicycle facilities, cross-walks, ADA improvements, landscaping, and other streets-cape elements.
North Roeske Avenue	NIRPC TOD Program Funding Report	Formal bicycle accommodations, sidewalks, safer crossings, ADA features, and improved connections to Carroll Avenue Station.
Holiday Street	NIRPC TOD Program Funding Report	Holiday Street is included in broader recommendations to improve station connectivity, pedestrian and bicycle access, crossings, ADA accessibility, and streetscape conditions.
Rose Street	NIRPC TOD Program Funding Report	The report supports incorporating it into coordinated station-access improvements, including sidewalks, bicycle connections, crosswalks, ADA facilities, and landscaping.
10th Street	Vibrant Michigan City Playbook	A westward extension of 10th Street to U.S. 12 was identified as a potential way to improve neighborhood connectivity and access.
Woodland Avenue	Momentum: Michigan City 2040 Comprehensive Plan	Conversion of Woodland Avenue from one-way to two-way operation as a potential circulation improvement. Further traffic and safety analysis would be needed.
Pleasant Avenue	Momentum: Michigan City 2040 Comprehensive Plan	As with Woodland Avenue, conversion from one-way to two-way travel was identified as a potential means of improving local circulation and neighborhood access.
Homer Street	Northwest Indiana RDA Comprehensive Strategic Plan	Future redevelopment of the he former Franciscan Saint Anthony Hospital propertyshould include safe multimodal access and connections to the surrounding street network.

2

Community Engagement

INTRODUCTION

Meaningful public engagement is a critical component of the Michigan City SAP. While crash data, roadway characteristics, and technical analyses help identify transportation safety issues, community input provides important insight into the everyday experiences of people who walk, bicycle, drive, use transit, and travel throughout the city. To guide outreach activities, the project team developed a Public Engagement Plan that established a framework for communicating with stakeholders, gathering public input, and integrating community perspectives into the development of the Safety Action Plan. The PEP was designed to ensure that the planning process remained transparent, inclusive, and responsive to local transportation safety concerns.

The Public Engagement Plan identified several key goals for engagement, including promoting transparency and trust between the project team and the community, engaging a broad and diverse cross-section of stakeholders, providing convenient and accessible opportunities for participation, and collecting information about transportation safety concerns that may not be reflected in crash data alone. The plan also emphasized educating community members about transportation safety and the Safe System Approach while ensuring that public feedback directly informed the development of recommendations.

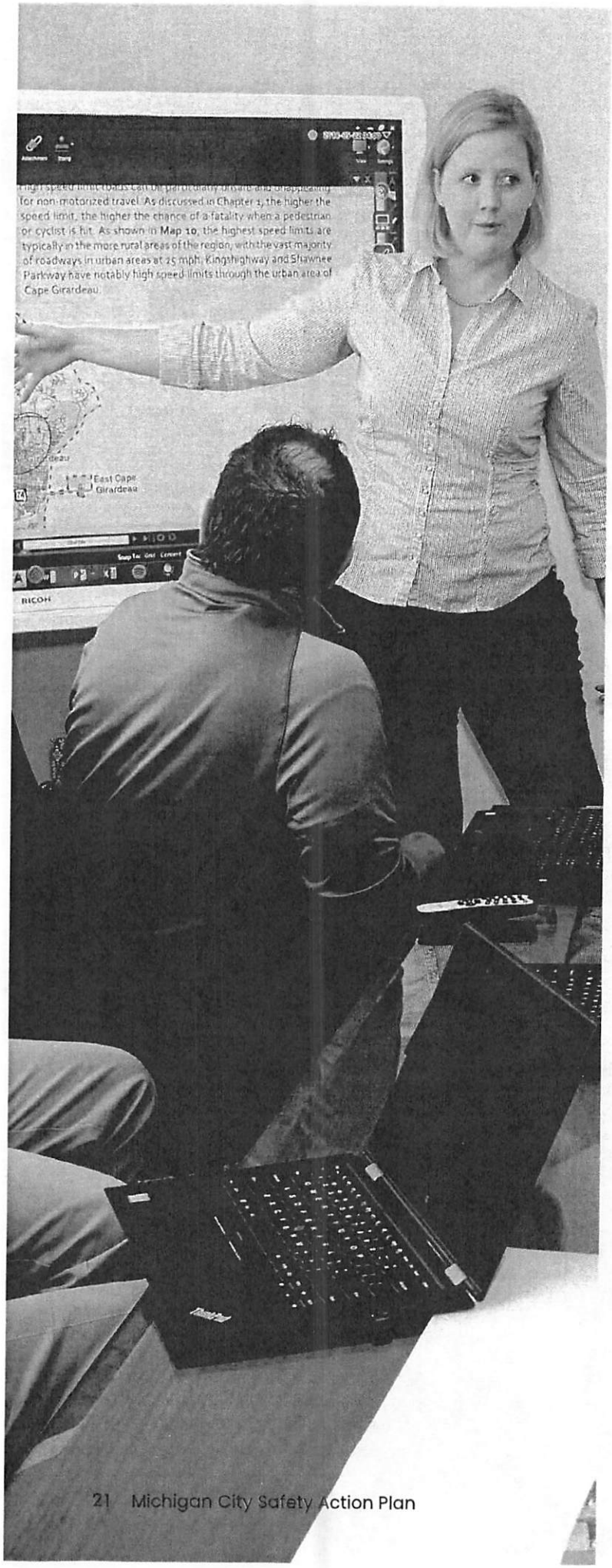
To achieve these goals, the Public Engagement Plan outlined a variety of engagement tools and activities intended to reach residents, businesses, community organizations, schools, transportation agencies, and vulnerable roadway users. Outreach efforts included a project website, online survey, interactive safety map, stakeholder interviews, social media outreach, Meeting-in-a-Box materials,



Posters displayed at public outreach events described the plan's purpose, need, and goals and invited the public to comment on their priorities for transportation safety in the city.

community events, and public open houses. These engagement opportunities were designed to provide multiple avenues for participation and to meet community members where they already gather, reducing barriers to involvement and expanding the reach of the planning process.

Particular emphasis was placed on gathering location-specific feedback regarding unsafe conditions, transportation challenges, and opportunities for improvement. Public comments collected through surveys, mapping tools, stakeholder discussions, community events, and other outreach activities were documented and summarized throughout the planning process. Consistent with the Public Engagement Plan, feedback received from the public was used alongside quantitative data and technical analyses to help identify safety priorities, inform project recommendations, and support the development of an implementable action plan that reflects the needs and priorities of the Michigan City community.



Steering Committee

A Steering Committee composed of representatives from local government, public safety agencies, schools, and the project team was established to guide development of the Michigan City Safety Action Plan and provide feedback on key technical findings, public engagement activities, project priorities, and implementation strategies throughout the planning process. The first Steering Committee meeting was held on June 17, 2026, and included representatives from the City of Michigan City, Michigan City Police Department, Michigan City Fire Department, Michigan City Area Schools, and the consultant team. During the meeting, the project team presented preliminary findings related to demographics, crash trends, the High Injury Network (HIN), policy review, and planned public engagement activities.

The committee reviewed the project purpose, safety goals, public engagement approach, and technical analysis findings and provided feedback on local transportation issues, future improvements, and project priorities. Discussion during the meeting reinforced several themes that later emerged throughout public engagement and stakeholder outreach. Committee members identified sidewalk gaps, ADA accessibility needs, school-related pedestrian safety concerns, pavement marking maintenance, and coordination with INDOT on state-owned roadways as critical issues for consideration.

Committee members also highlighted the importance of incorporating local knowledge into project development, noting concerns related to downtown redevelopment, changing traffic patterns, school transportation needs, and roadway corridors that may not be fully represented by crash data alone. The committee emphasized the need to address vulnerable roadway user (VRU) safety while balancing project readiness, coordination requirements, and long-term implementation opportunities.

Focus Group Interviews

Stakeholder interviews were conducted to gather focused input from organizations and individuals with specialized knowledge of Michigan City's transportation system, community needs, and safety challenges. These interviews provided an opportunity to collect information that may not be captured through crash data, surveys, or public meetings while ensuring that a diverse range of perspectives informed development of the SAP. Stakeholder discussions included representatives from schools, public safety agencies, regional transportation organizations, parks and recreation, community organizations, local leadership, and state transportation agencies.

Several recurring themes emerged across stakeholder interviews. Sidewalk gaps and pedestrian safety were identified as among the most significant transportation concerns in Michigan City. School representatives highlighted missing sidewalks along common student walking routes and emphasized the need for safer crossings, traffic calming measures, and stronger enforcement near schools. Public safety officials similarly expressed concerns about pedestrian conditions along commercial corridors, particularly where sidewalks are incomplete and residents regularly walk between neighborhoods, businesses, and transit destinations. The Mayor also identified pedestrian safety as the City's highest transportation safety priority, particularly in lower-income areas where walking and transit use are common.

Speed management and driver behavior were also common themes throughout the outreach process. Stakeholders repeatedly identified speeding, distracted driving, stop sign violations, failure-to-yield behavior, and other risky driving behaviors as important contributors to safety concerns. Participants noted that these behaviors occur in both neighborhood and arterial roadway settings and often affect school areas, commercial corridors, and locations with high pedestrian activity. Interview participants emphasized the importance of combining infrastructure improvements, traffic calming strategies, roadway design changes, and targeted enforcement efforts to improve safety outcomes.

Stakeholders also identified several corridor- and location-specific concerns, including Michigan Boulevard, Franklin Street, Cool Spring Avenue, Woodland Avenue, US 12, US 20, US 212, US 421, Pine Street, and multiple school and neighborhood locations. Discussion frequently focused on roadway geometry, access management, trail and transit connections, redevelopment opportunities, multimodal access, and the need to better accommodate pedestrians, bicyclists, and transit users. In addition to transportation safety concerns, interview participants highlighted the importance of equitable access to transportation, improved connectivity between neighborhoods and destinations, and coordination with future development and redevelopment efforts.

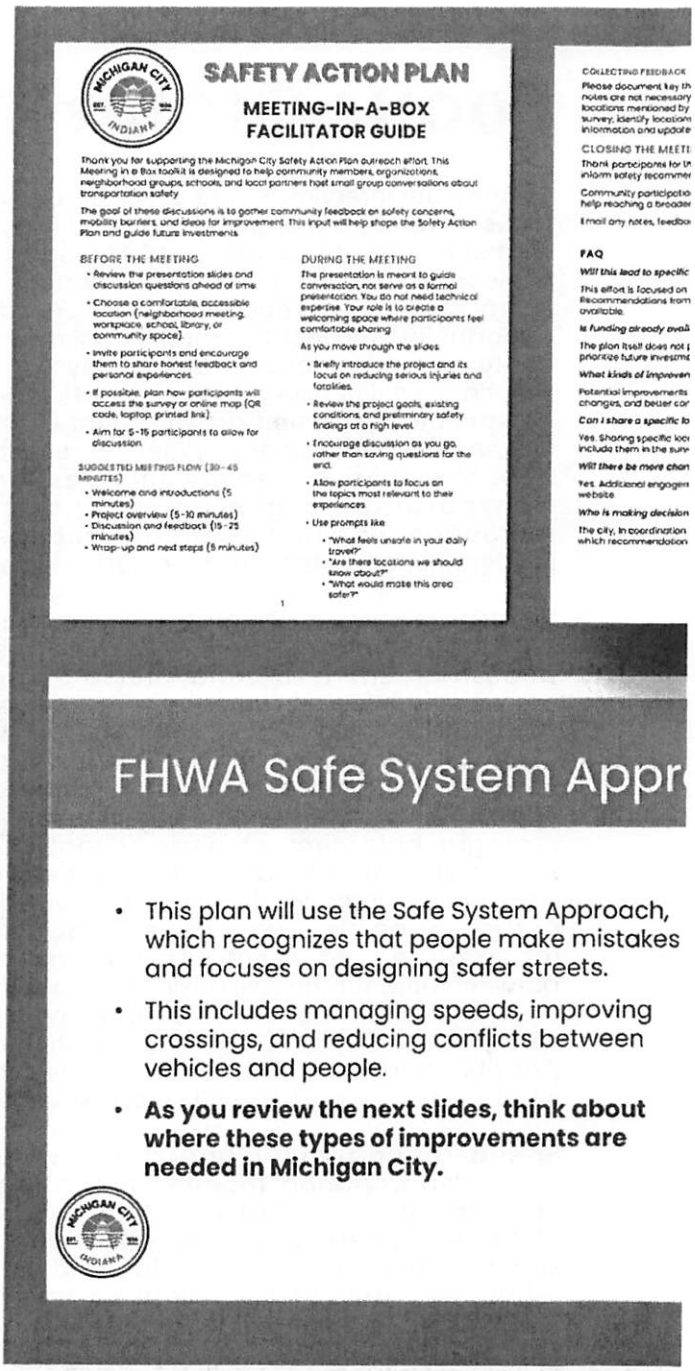
Overall, stakeholder interviews provided valuable local context that reinforced many findings from the technical analysis while identifying additional opportunities, priorities, and implementation considerations. These discussions helped ensure that recommendations developed through the Safety Action Plan reflect both quantitative data and the lived experiences of community leaders, transportation professionals, public safety officials, educators, and residents.

Meeting-in-a-Box

The Meeting-in-a-Box program was developed as an innovative outreach strategy designed to expand participation beyond traditional public meetings and provide community organizations with flexible opportunities to engage in the Safety Action Plan process. Consistent with the Public Engagement Plan, the Meeting-in-a-Box approach allowed neighborhood groups, community organizations, businesses, schools, and other interested parties to host their own discussions using a standardized set of engagement materials prepared by the project team.

The Meeting-in-a-Box package included a web presentation describing the SAP and key transportation safety issues, a facilitator guide, facilitator notes sheet, comment cards, sign-in sheets, survey promotion materials, a project map board, and instructions for documenting and submitting feedback. Materials were designed to be flexible and could be used for both facilitated group discussions and self-guided participation. The package also directed participants to the project website, public survey, and interactive safety map, providing multiple avenues for submitting comments and identifying locations of concern.

The Meeting-in-a-Box program supported the broader goals of the Safety Action Plan by providing convenient and accessible opportunities for participation, encouraging discussion within trusted community settings, and helping capture transportation safety concerns from a wider cross-section of residents. Feedback collected through Meeting-in-a-Box sessions inform project recommendations, priorities, and implementation strategies.



SAFETY ACTION PLAN

MEETING-IN-A-BOX FACILITATOR GUIDE

Thank you for supporting the Michigan City Safety Action Plan outreach effort. This Meeting in a Box toolkit is designed to help community members, organizations, neighborhood groups, schools, and local partners host small group conversations about transportation safety.

The goal of these discussions is to gather community feedback on safety concerns, mobility barriers, and ideas for improvement. This input will help shape the Safety Action Plan and guide future investments.

BEFORE THE MEETING

- Review the presentation slides and discussion questions ahead of time.
- Choose a comfortable, accessible location (neighborhood meeting, workplace, school, library, or community space).
- Invite participants and encourage them to share honest feedback and personal experiences.
- If possible, plan how participants will access the survey or online map (QR code, laptop, printed link).
- Aim for 5-15 participants to allow for discussion.

SUGGESTED MEETING FLOW (30-45 MINUTES)

- Welcome and introductions (5 minutes)
- Project overview (5-10 minutes)
- Discussion and feedback (15-25 minutes)
- Wrap-up and next steps (5 minutes)

DURING THE MEETING

The presentation is meant to guide conversation, not serve as a formal presentation. You do not need technical expertise. Your role is to create a welcoming space where participants feel comfortable sharing.

As you move through the slides:

- Briefly introduce the project and its focus on reducing serious injuries and fatalities.
- Review the project goals, existing conditions, and preliminary safety findings at a high level.
- Encourage discussion as you go, rather than saving questions for the end.
- Allow participants to focus on the topics most relevant to their experiences.
- Use prompts like
  - "What feels unsafe in your daily travel?"
  - "Are there locations we should know about?"
  - "What would make this area safer?"

1

COLLECTING FEEDBACK

Please document key th
notes are not necessary
locations mentioned by
survey, identify locations
information and update

CLOSING THE MEETI

Thank participants for th
inform safety recomme

Community participatio
help reaching a broade

Email any notes, feedba

FAQ

Will this lead to specific

This effort is focused on
Recommendations from
available.

Is funding already avail

The plan itself does not
prioritize future investme

What kinds of improven

Potential improvements
changes, and better cor

Can I share a specific lo

Yes. Sharing specific loc
include them in the surv

Will there be more chan

Yes. Additional engagem
website

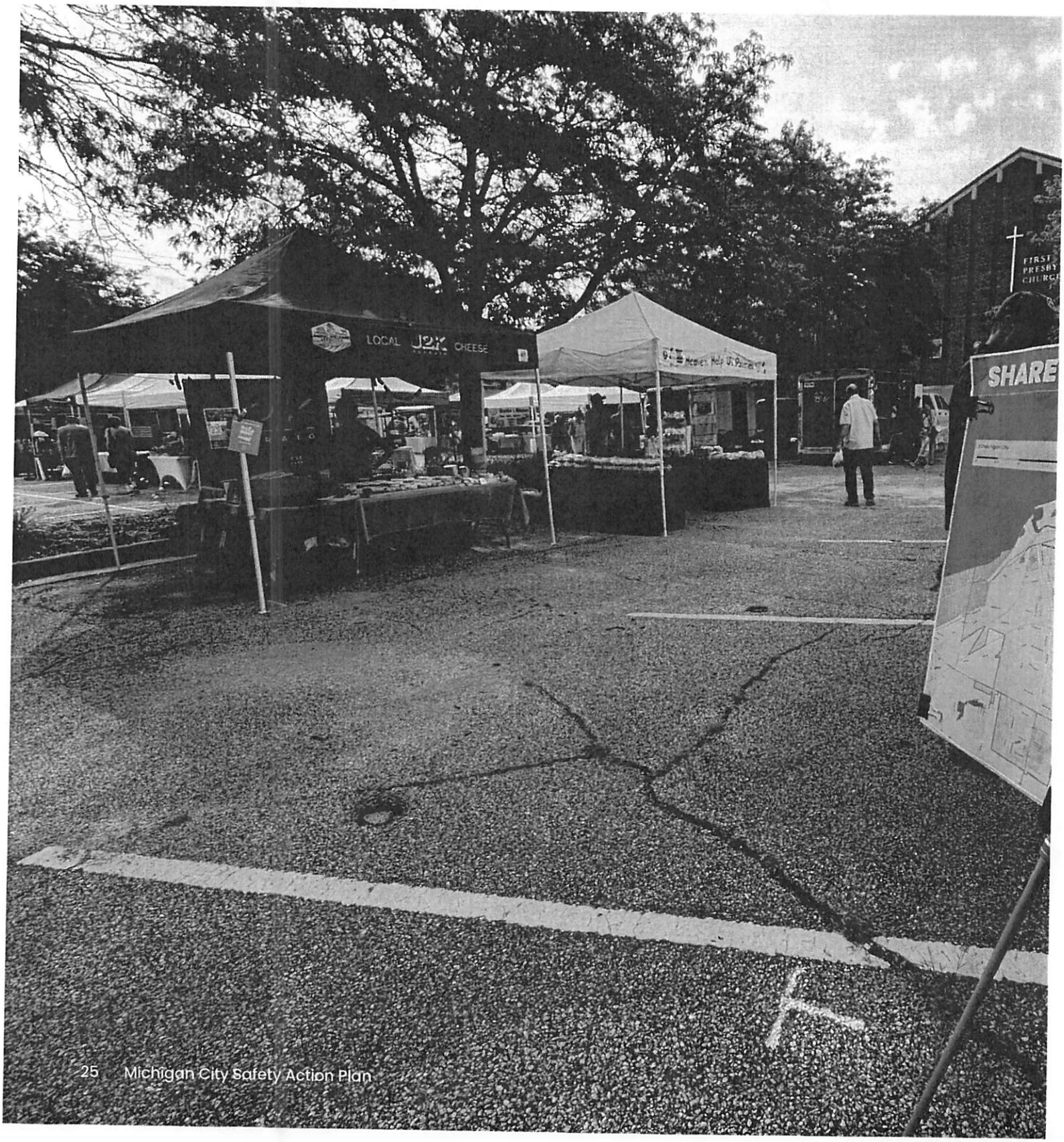
Who is making decision

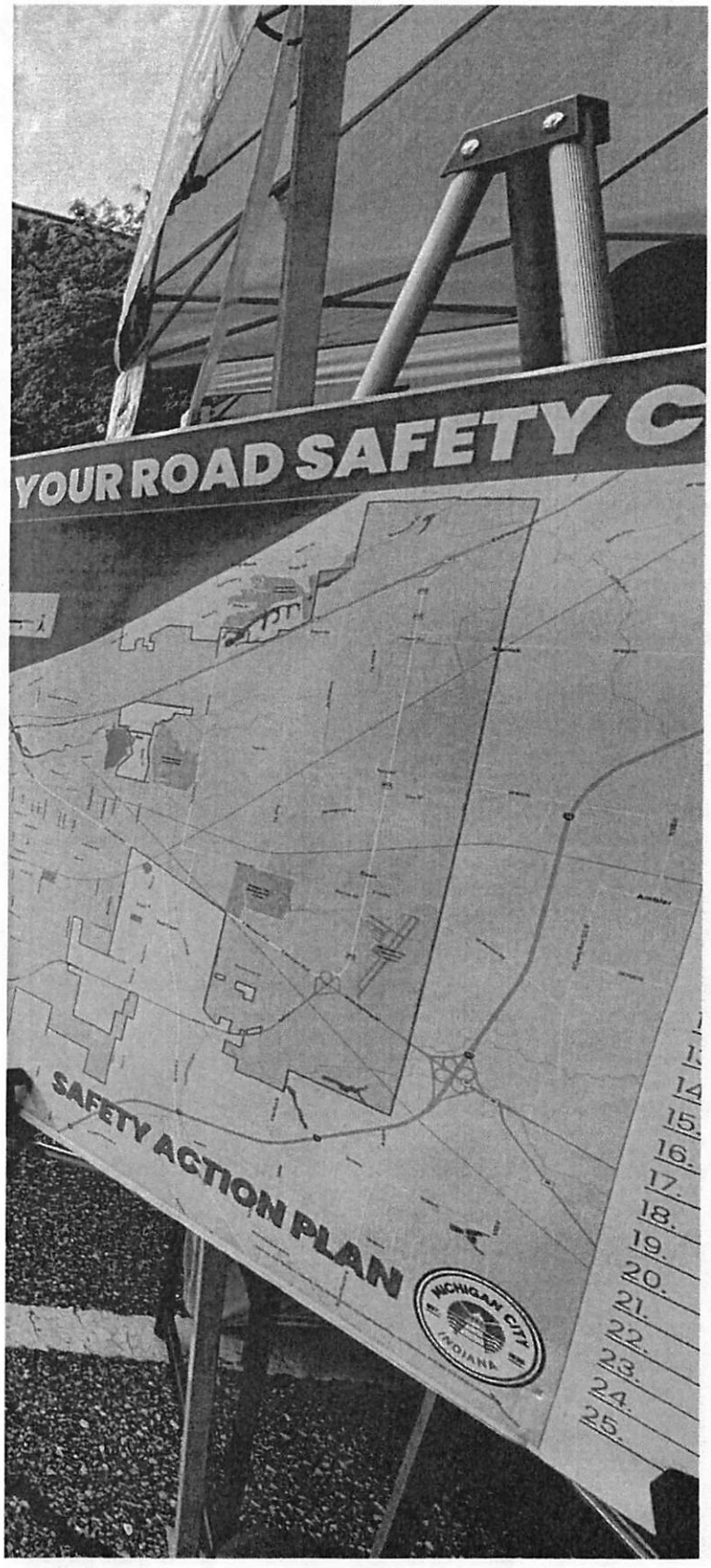
The city, in coordination
which recommendation

FHWA Safe System Appr

- This plan will use the Safe System Approach, which recognizes that people make mistakes and focuses on designing safer streets.
- This includes managing speeds, improving crossings, and reducing conflicts between vehicles and people.
- **As you review the next slides, think about where these types of improvements are needed in Michigan City.**


SAFETY ACTION PLAN
MEETING-IN-A-BOX
FACILITATOR NOTES
Meeting Details
Date:
Location:
Group/Organization:
Number of Participants:
Key Themes and Concerns
What Makes These Locations Unsafe
Ideas for Improvement
MICHIGAN CITY
INDIANA
SAFETY ACTION PLAN
Meeting in a Box
9:41
LOCHMUELLER GROUP
Zero is our goal. A Safe System is how we get there.
SAFE SYSTEM APPROACH
Safer Vehicles
Post-Crash Care
Safer Roads
Draft Plan Review
PLAN ADOPTION
MAY
JUNE
JULY
AUGUST
SAFETY COMMITTEE MEETING #1
SAFETY COMMITTEE MEETING #2
Safety Analysis
Recommendations & Prioritization
Final Plan
LOCHMUELLER GROUP


LOCAL
CHEESE
SHARE



Community Event

During the public engagement process, the project team conducted a pop-up outreach event at the local farmers market to share information about the plan and collect community feedback on transportation safety needs. The event was consistent with the Public Engagement Plan's goal of providing convenient, accessible, and meaningful opportunities for participation and gathering community insights about unsafe conditions, close calls, and local transportation safety concerns.

The event complemented the broader engagement strategy outlined in the Public Engagement Plan, which included a project webpage, public survey, interactive safety map, handouts and flyers, social media outreach, stakeholder interviews, community events, and open house-style meeting-in-a-box engagement opportunities.

At the farmers market pop-up, the project team engaged with event attendees and provided opportunities to learn about the Safety Action Plan, ask questions, and submit written feedback. Written comments collected at the event were limited, but the feedback received was directly relevant to transportation safety concerns and future project prioritization. The comments reinforce recurring SAP themes related to intersection safety, roadway surface conditions, and pedestrian infrastructure.

Overall, the farmers market pop-up provided a flexible, community-based opportunity to meet people where they already gather, expand awareness of the SAP, and collect location-specific and general safety concerns.

ONLINE SURVEY

The online survey collected feedback from people who live and/or work in Michigan City. The reults provide useful insight into how participants experience local streets and where they believe improvements are needed.

The most common concern was unsafe driving. Respondents frequently mentioned speeding, distracted driving, drivers failing to stop at signs and crosswalks, running red lights, unsafe turns, following too closely, and not using turn signals. However, people generally felt safer traveling by car than walking or biking.

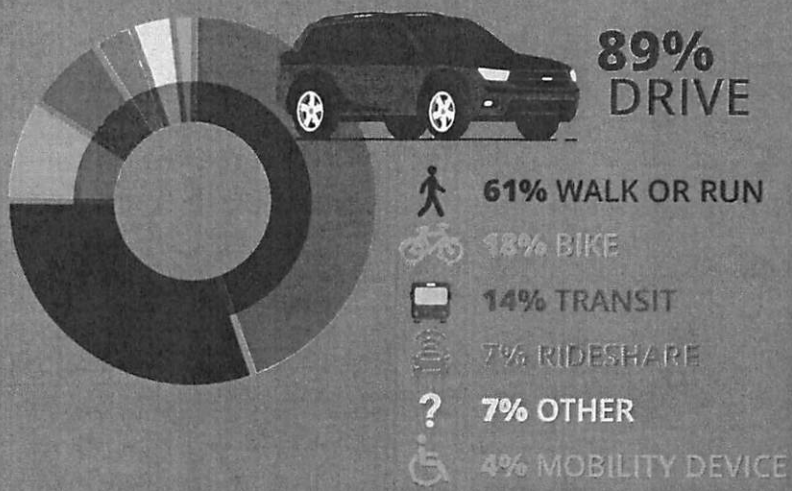
Concerns about walking and biking included missing or poorlymaintained sidewalks and bike facilities, difficult crossings, and conflicts with turning or speeding vehicles. Some respondents also raised concerns about feeling uncomfortable or unsafe when using public transit.

Participants most often wanted the SAP to address driver behavior, intersections, sidewalks and pedestrian connections, and how transportation projects are selected. The strategies they supported were generally practical and visible, including better road maintenance, stronger enforcement of traffic laws, safer sidewalks and crosswalks, clearer signs and pavement markings, improved bicycle facilities, and measures to slow traffic.

Written comments pointed to several locations and situations that deserve additional attention. A detailed report on the survey results is included in the appendix.

SURVEY RESULTS

Mode of Transportation Used at Least Weekly



79%

Percent of respondents who say they **often see drivers speeding** on Michigan City streets.

57%

Percent of respondents who feel **safe or very safe in a personal vehicle** on Michigan City streets.

46%

Percent of respondents who say they feel **unsafe or very unsafe walking and running** on Michigan City streets.

64%

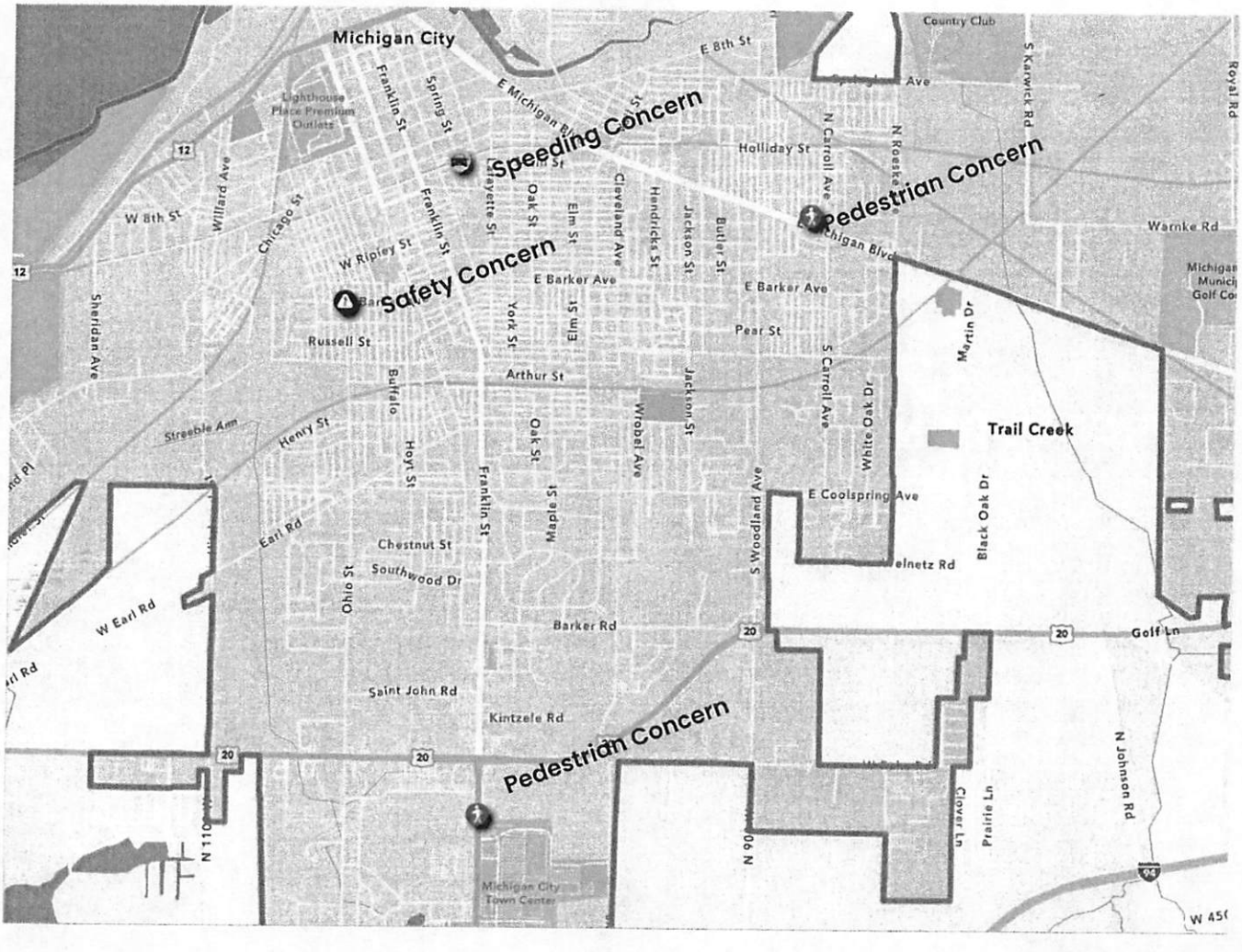
Percent of respondents who say they feel **unsafe or very unsafge biking** on Michigan City streets.

Online Interactive Map Results

In addition to the online survey, an interactive map provided community members with an opportunity to identify specific locations where they experience transportation safety concerns.

Four comments were received, highlighting concerns related to speeding, pedestrian safety, crossing conditions, and driver compliance with traffic control devices. Reported locations included 11th Street, where participants noted vehicles traveling at excessive speeds; U.S. 421, where a lack of safe pedestrian accommodations was identified; Michigan Boulevard, where median planters were reported to make crossing the roadway more difficult; and Ohio Street, where participants reported drivers failing to stop at stop signs.

These location-specific comments provide additional insight into areas where targeted safety improvements may be warranted.



3

Safety Analysis

INTRODUCTION

The safety analysis establishes the technical foundation for the Michigan City Safety Action Plan by examining where, how, and why crashes occur and identifying the populations most affected by roadway safety risks. The analysis draws on five years of crash data (2021–2025), roadway characteristics, and demographic information to produce a comprehensive, data-driven picture of safety conditions across the city.

This analysis is organized around four interconnected components: crash analysis, systemic risk analysis, demographic analysis, and the High Injury Network. Each component contributes a distinct perspective on roadway safety and together provide the evidence base for the plan's prioritization and recommendations. Introductory summaries of each component follow and the outcomes of each analysis are detailed below.

COMMUNITY TARGET AREA ANALYSIS

The demographic analysis identifies populations that may face greater transportation burdens and be more vulnerable to roadway safety risks. Using 2020–2024 American Community Survey data, the analysis evaluates five indicators—households in poverty, persons of color, children and seniors, households without vehicle access, and limited English-speaking households—and combines them into a composite Demographic Index. Census block groups scoring in the top 20 percent of the index are designated as Community Target Areas, providing a geographic basis for prioritizing safety investments and ensuring that the plan's strategies address the needs of residents who are disproportionately affected by unsafe street conditions.

CRASH ANALYSIS

The crash analysis examines all reported crashes in Michigan City over the five-year study period, totaling 5,409 crashes or an average of approximately 1,082 per year. The analysis evaluates crash severity, temporal and environmental trends, contributing factors, manner of collision, roadway ownership, and vulnerable road user involvement. By identifying when, where, and under what conditions crashes occur, the crash analysis reveals the patterns that help the City understand the nature and scope of its safety challenges and begin to identify where targeted interventions may be most effective.

SYSTEMIC RISK ANALYSIS

The systemic risk analysis moves beyond crash locations to evaluate the roadway characteristics associated with severe crash outcomes. Using a risk-factor methodology, the analysis compares the prevalence of specific roadway features against the frequency of fatal and serious-injury crashes. Features that are over-represented in severe crashes receive a risk-factor ratio greater than 1.0, indicating elevated risk. These risk factors are then combined into a composite risk index that is applied to the entire roadway network, allowing the City to identify corridors that share characteristics with locations where severe crashes have already occurred—even if those corridors have not yet experienced a high number of crashes.

HIGH INJURY NETWORK

The High Injury Network (HIN) identifies the roadway segments and intersections where fatal and serious-injury crashes are most concentrated. Using Equivalent Property Damage Only (EPDO) weighting— which assigns greater weight to more severe crashes—the analysis develops a composite severity score for each roadway segment and identifies the corridors that account for the majority of KSI crashes. The resulting HIN comprises approximately 63 miles of the 203-mile roadway network and includes over 95 percent of fatal crashes and nearly 89 percent of incapacitating-injury crashes. The HIN is further classified by roadway jurisdiction, revealing that the City maintains roughly 80 percent of the network and therefore has significant control over where near-term improvements can be implemented. Together with the crash analysis, systemic risk analysis, and demographic analysis, the HIN provides the spatial framework for prioritizing corridors, selecting countermeasures, and directing safety investments to the locations with the greatest need and the greatest potential for reducing fatal and serious-injury crashes.

Community Target Area Analysis

Creating a safe and accessible transportation system is essential to reducing the economic, environmental, and health burdens that disproportionately affect disadvantaged and underserved populations. People living in poverty and other historically marginalized groups are more likely to rely on non-automobile modes such as walking, biking, and public transit. They are also more likely to live in areas with limited or lower-quality transportation infrastructure, which increases their exposure to unsafe conditions.

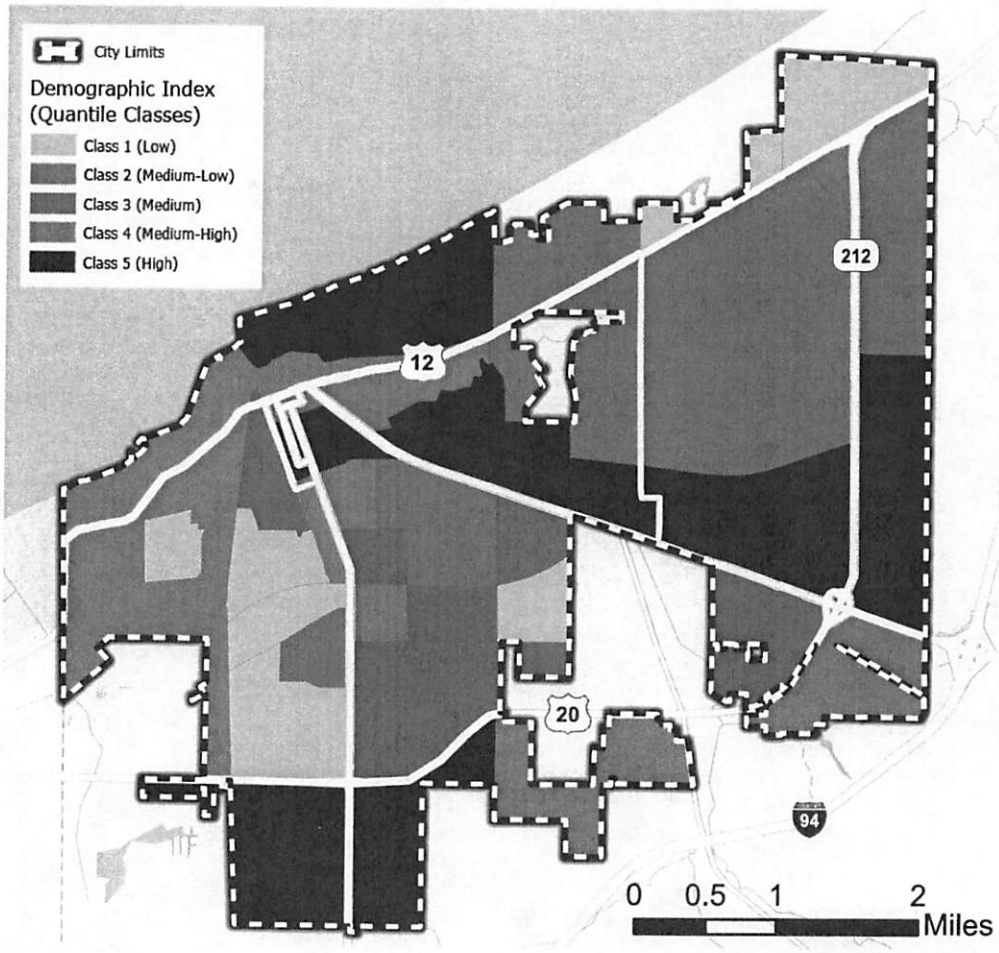
The Safe Streets and Roads for All (SS4A) federal program requires that SAPs include a geospatial demographic analysis as part of the overall safety assessment. To meet this requirement, this Community Target Area (CTA) analysis uses demographic indicators to identify areas with historically elevated transportation-related burden.

Demographic indicator data from the U.S. Census Bureau 5-Year Estimates were standardized by percentile and averaged to create a composite Demographic Index for each Census block group. The resulting scores were divided into five quantiles, with block groups at or above the 80th percentile designated as CTAs and shown in black on the map.

Community Target Areas are based on the Census Block Groups that rank in the top 20% of each demographic indicator. Community Target Areas are one of several criteria used in the project prioritization process, along with factors such as the High Injury Network (HIN), to identify and prioritize safety improvement projects.

The results of this analysis show three principal CTA concentrations: a north-central block group near the downtown and Midtown area; several block groups located primarily north of Michigan Boulevard within the East Side, where the corridor serves as the neighborhood's principal commercial spine and eastern gateway; and a block group at the city's far southwestern edge, near the South Franklin Street–US 421 and US 20 gateway area.

When considered alongside the crash analysis, systemic risk index, and High Injury Network, the results help ensure that recommended investments address both documented safety risks and areas of higher community need.



Crash Analysis

Crash data for Michigan City were evaluated for the five-year period from 2021 through 2025 to identify patterns in crash frequency, severity, location, roadway conditions, contributing factors, and road-user involvement.

During this period, 5,409 crashes were reported, including 21 fatal crashes and 108 crashes resulting in incapacitating injuries. Although most crashes resulted only in property damage, the fatal and serious-injury crashes reveal distinct safety concerns that should guide the City's priorities and investments.

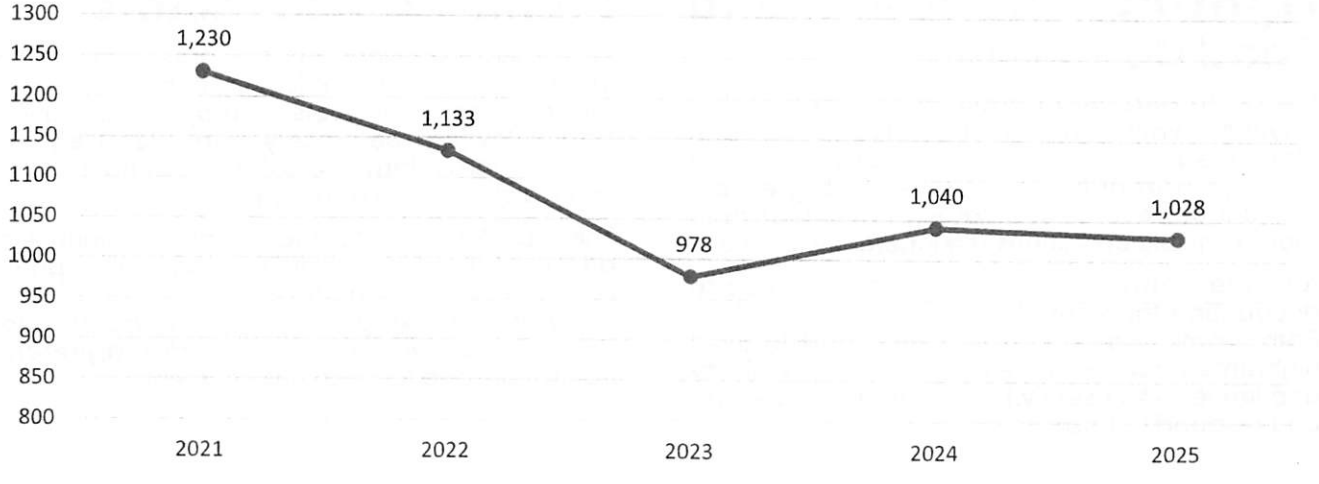
Crashes by Year

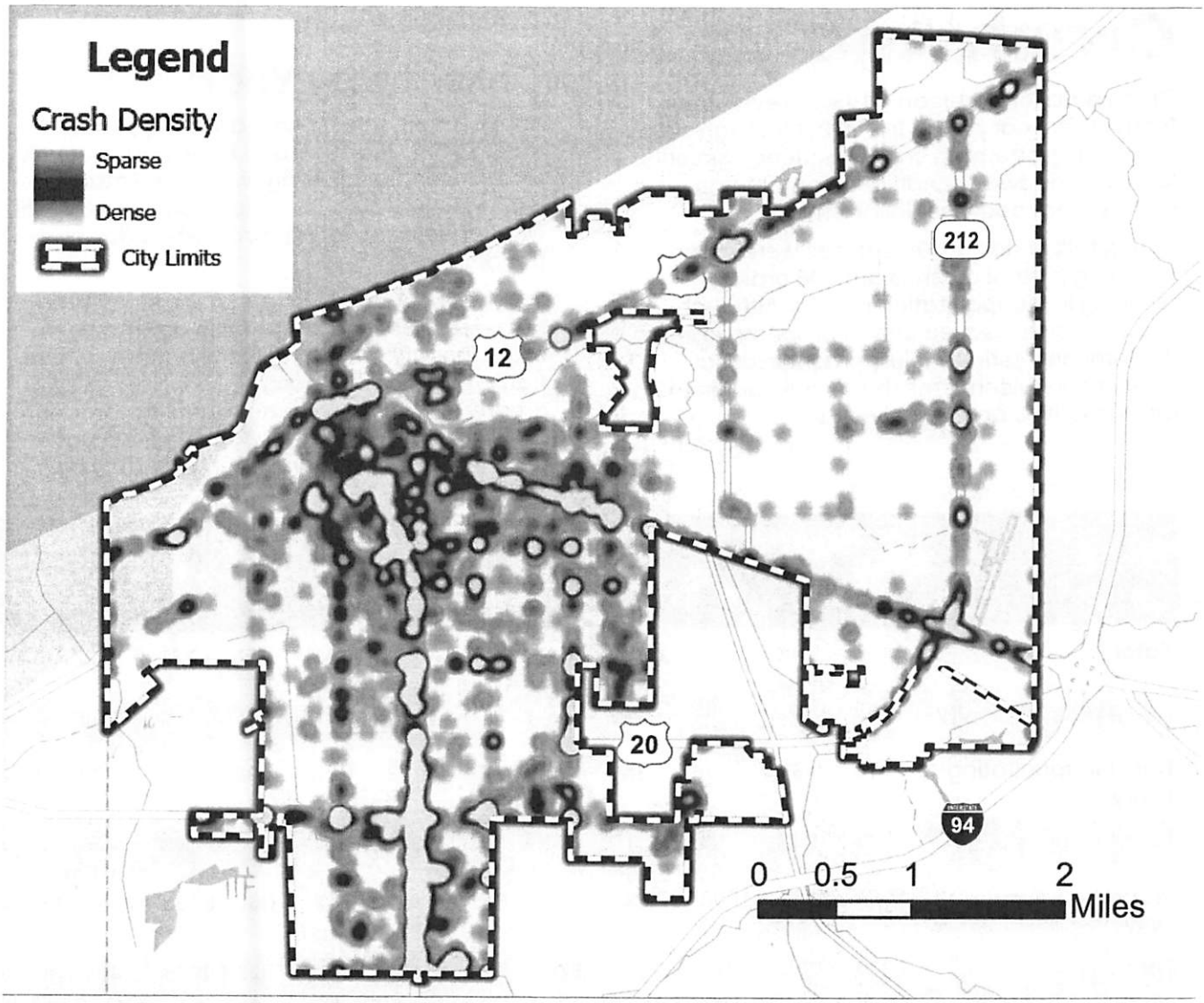
Annual crash totals peaked in 2021, declined during 2022 and 2023, and remained relatively stable over the following two years. Fatal and serious-injury crashes varied from year to year without demonstrating a consistent downward trend.

Crashes occurred throughout the study area but were most concentrated in downtown Michigan City and along Franklin Street, where traffic volumes and potential conflict points are greater. These patterns help identify corridors and locations where more detailed evaluation and targeted safety improvements may be warranted.

CRASH SEVERITY BY YEAR, 2021-2025

	2021		2022		2023		2024		2025		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Fatal	5	0.4%	6	0.5%	6	0.6%	1	0.6%	3	0.3%	21	0.4%
Incapacitating Injury	29	2.4%	18	1.6%	22	2.2%	20	2.2%	19	1.8%	108	2.0%
Non-Incapacitating Injury	73	5.9%	81	7.1%	85	8.7%	72	8.7%	98	9.5%	409	7.6%
Possible Injury	39	3.2%	28	2.5%	43	4.4%	46	4.4%	40	3.9%	196	3.6%
Property Damage Only	1,084	88.1%	1,000	88.3%	822	84%	901	84%	868	88.3%	4,675	86.4%
Total	**1,230**	**100%**	**1,133**	**100%**	**978**	**100%**	**1,040**	**100%**	**1,028**	**100%**	**5,409**	**100%**





Lighting, Weather, and Road Conditions

Nearly 70 percent of crashes occurred during daylight, while most crashes also occurred in clear weather and on dry pavement. These findings primarily reflect when the greatest amount of travel occurs rather than suggesting that favorable conditions are inherently unsafe.

Adverse conditions remain relevant despite accounting for a smaller share of total crashes. Rain, snow, wet pavement, ice, and limited nighttime visibility can reduce traction or visibility and leave road users with less time to recognize and respond to hazards.

Primary Crash Factors

Reckless operation was the most commonly identified group of contributing behaviors across all crash-severity levels. Improper maneuvers and following too closely were also frequent factors, particularly in crashes resulting in minor injuries or property damage.

These patterns point to the combined influence of driver behavior and roadway design. Appropriate responses may include clearer signs and pavement markings, intersection and corridor design improvements, speed management, education, and focused enforcement.

Manner of Collision

Rear-end and right-angle crashes were the most common collision types. Rear-end crashes accounted for more than one-quarter of all crashes and were frequently associated with congestion, sudden stopping, or inadequate following distance. Right-angle crashes were more likely to produce severe outcomes, highlighting the need to improve safety at intersections and other crossing points.

Run-off-road crashes occurred less frequently but were the most common type of fatal crash. Their severity indicates a need to consider speed management, roadside-hazard mitigation, improved delineation, and measures that help drivers remain within the appropriate travel lane.

Roadway Ownership

Most crashes occurred on locally owned and operated streets. However, state highways and U.S. routes accounted for a disproportionate share of fatal and serious-injury crashes. Higher operating speeds, heavier traffic volumes, and roadway designs oriented toward through travel may contribute to the severity of crashes on these corridors.

Vulnerable Road Users

The analysis identified 101 crashes involving vulnerable road users, such as people walking or bicycling. Nearly 8 percent of these crashes were fatal, approximately 19 percent resulted in an incapacitating injury, and more than 70 percent resulted in some form of injury.

Although vulnerable-road-user crashes represented a relatively small share of all crashes, they were substantially more likely to result in injury or death.

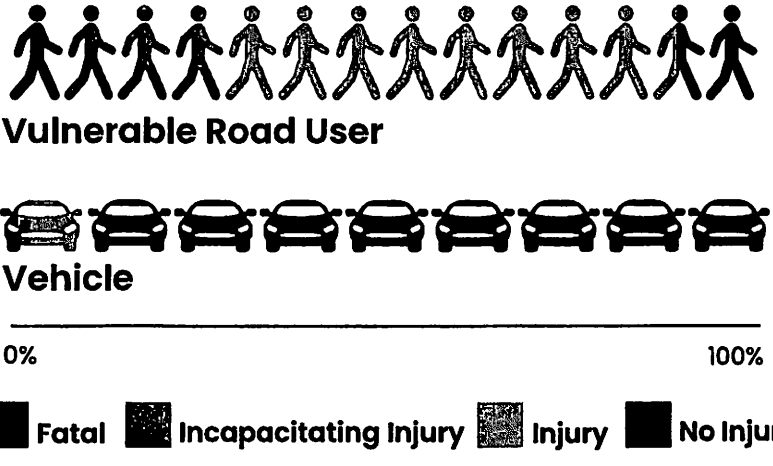
Conclusion

The crash analysis shows that Michigan City's most serious safety concerns cannot be understood through crash frequency alone. While crashes are most common during daylight and under clear, dry conditions, fatal and serious-injury outcomes are more closely associated with higher-speed corridors, right-angle and run-off-road collisions, risky driving behavior, and crashes involving vulnerable road users. Downtown, Franklin Street, Michigan Boulevard, and State Road 212 emerge as important areas for further evaluation, although conditions throughout the roadway network should also be considered.

Combined with the High Injury Network, systemic risk analysis, and CTAs, the crash analysis provides a basis for selecting projects and directing resources toward improvements with the greatest potential to prevent severe outcomes.

Injury and Fatility Rates by Transportation Mode

Vulnerable road users were nearly six times more likely than vehicle occupants to be injured in a crash in Michigan City and approximately 14 times more likely to be killed or seriously injured.



Risk Analysis

The systemic risk analysis evaluates roadway characteristics associated with fatal and serious-injury crashes in Michigan City. Unlike the High Injury Network, which identifies locations based on crash history, the systemic analysis identifies roadways that share characteristics with locations where severe crashes have occurred. This allows the City to recognize potential safety risks across the network, including locations that have not yet experienced a concentration of severe crashes.

The analysis does not indicate that any individual roadway feature directly causes crashes. Instead, it identifies features that occur more frequently on roadways with fatal and serious-injury crashes and uses those patterns to support proactive safety planning.

Roadway Risk Factors

The analysis examined five roadway characteristics: functional classification, traffic volume, number of lanes, lane width, and speed limit. For each characteristic, its presence within the roadway network was compared with its share of fatal and serious-injury crashes. Features that appeared more frequently in severe crashes than expected were identified as elevated-risk characteristics.

The strongest patterns were associated with major, higher-volume roadways. Principal arterials had an elevated risk factor of 2.6, while roadways carrying 20,000 or more vehicles per day had a risk factor of 2.8. Roads with two or more through lanes in each direction had the highest individual risk factor at 3.3. Wider lanes and speed limits of 35 mph or greater were also associated with elevated risk. Together, these findings indicate that roadways designed to carry more traffic at higher speeds generally present the greatest potential for severe crashes.

Risk Factor Results

Functional Classification: Principal arterials had the strongest association with severe crashes, accounting for 35.2% of fatal and serious-injury crashes but only 13.7% of the roadway network. This produced a risk factor of 2.6. Minor collectors also had a moderately elevated risk factor of 1.4, while other roadway classes were not overrepresented.

Traffic Volume: Roadways carrying 20,000 or more vehicles per day had the highest traffic-volume risk factor at 2.8. Roads carrying between 10,000 and 20,000 vehicles per day also had elevated risk, as did roads carrying 2,000 to 5,000 vehicles per day to a lesser extent. These findings generally indicate greater severe-crash risk on higher-volume corridors.

Number of Lanes: Roadways with two or more through lanes in each direction had the highest risk factor in the analysis at 3.3. Although these roads represent only about 10% of the network, they accounted for one-third of fatal and serious-injury crashes. Their greater width, traffic volumes, speeds, and number of conflict points may contribute to more severe outcomes.

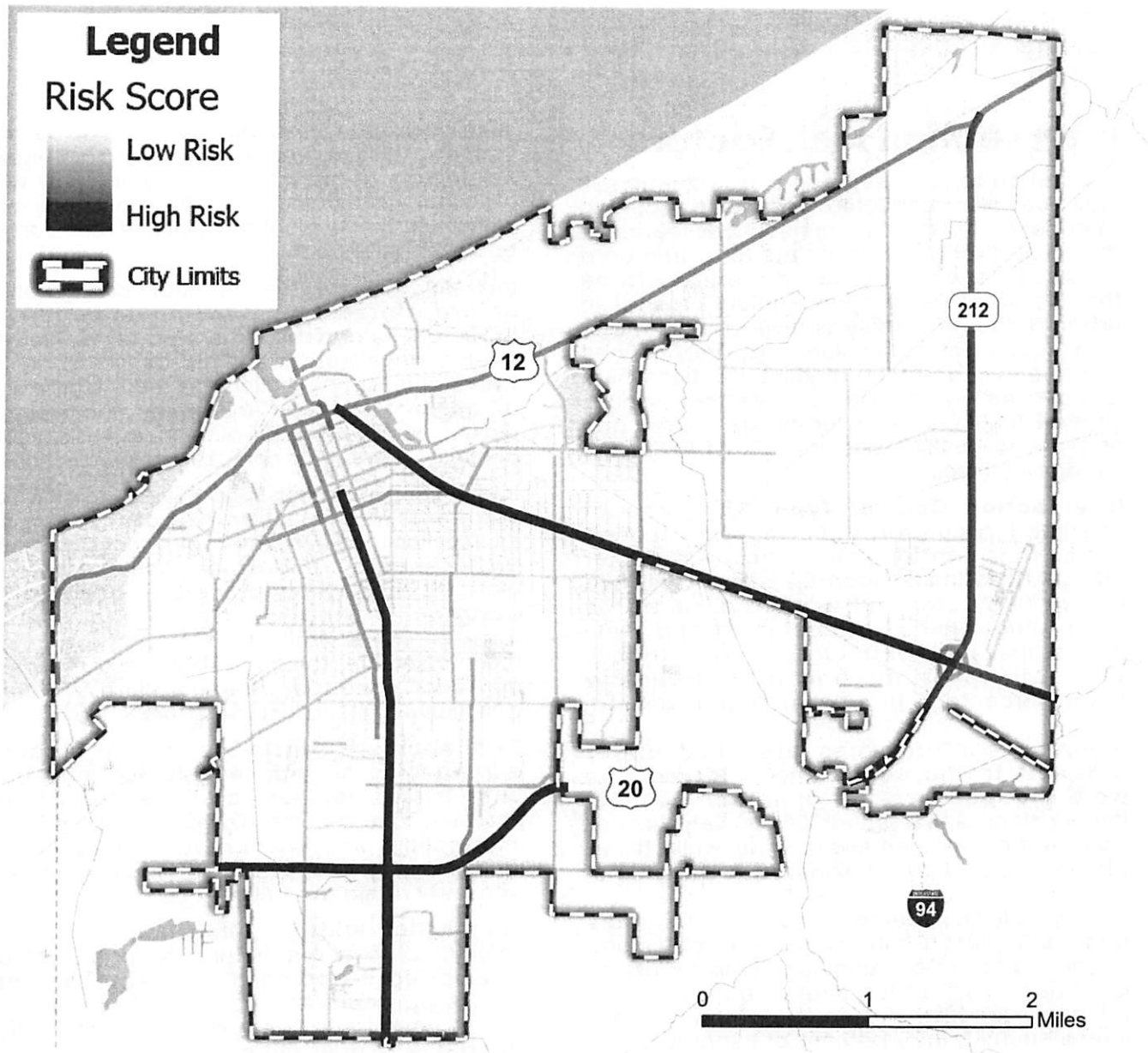
Lane Width: Severe-crash risk generally increased with lane width. Roads with lanes between 10 and 11 feet had a risk factor of 1.4, while roads with lanes 12 feet or wider had a risk factor of 1.7. Wider lanes can encourage higher travel speeds, increasing both the likelihood and severity of crashes.

Speed Limit: Roads with posted speed limits of 35 mph or higher were overrepresented in fatal and serious-injury crashes. Roadways posted at 35 mph had the highest speed-related risk factor at 1.5, followed by 55-mph roads at 1.4 and 45-mph roads at 1.2. This pattern reinforces the relationship between vehicle speed and crash severity, particularly for people walking and bicycling.

Systemic Risk Index

The elevated-risk characteristics were combined into a Systemic Risk Index and applied to roadways throughout the study area. Each roadway segment received a score based on the number and significance of the risk characteristics present. Higher scores indicate that a roadway has more features commonly associated with fatal and serious-injury crashes; they do not predict that a crash will occur.

The mapped results show that the highest scores generally follow Michigan City's major arterial corridors that combine several elevated-risk characteristics, such as higher traffic volumes, multiple travel lanes, wider lanes, and higher speed limits.



Conclusion

The Systemic Risk Index expands the safety analysis beyond locations where severe crashes have already occurred. By identifying roadways with combinations of higher-risk characteristics, it provides a proactive framework for prioritizing improvements before additional fatal or serious-injury crashes occur.

The Safety Toolkit included with this SAP will help translate the identified risk factors into applicable countermeasures. By matching treatments to the specific characteristics present along each corridor, the City and its agency partners can address common risk factors consistently across multiple locations rather than responding to crashes one location at a time.

Additional methodology, calculations, and supporting tables are provided in the technical memorandum included in the appendix.

Intersection Risk Factors

In addition to road segments, a systemic risk index was also conducted for crashes occurring at or near intersections. Intersections represent the most direct conflict points for traffic on a roadway network and are more likely to be the site of fatal and serious injury crashes in urban areas. This analysis reviewed 153 major intersections within the plan study area, defined as any non-grade separated intersection where at least one leg was a minor collector or higher. Of the 129 KSI crashes over the study area and time period, 46 (36%) occurred within 200 feet of a major intersection.

Intersection Control Type: The type of intersection control is an important safety factor that can influence crash risk. Major intersections in Michigan City were classified as two-way stop, all-way stop, or traffic signal controlled. Traffic signals and two-way stops had risk factors greater than 1, while all-way stops had a considerably lower percentage of crashes than expected.

Because control types are used under different traffic conditions, intersections were grouped by total approach volume. Intersections with less than 20,000 vehicles per day were considered low volume, while those above 20,000 were considered high volume.

At low-volume intersections, traffic signals had the highest risk factor, while all-way stops continued to have a significantly lower risk of KSI crashes. Signalized intersections account for approximately 15 percent of low-volume intersections but 35 percent of KSI crashes at those intersections. However, four of the six KSI crashes at low-volume signalized intersections occurred along US 12, suggesting that roadway context may warrant further review.

At high-volume intersections, two-way stops and signals had roughly equal risk factors. A volume balance ratio was calculated by dividing the AADT of the highest-volume approach by the total approach AADT. High-volume intersections with unbalanced flows, defined as a balance ratio greater than 0.8, had higher risk factors for two-way stops. These locations are typically found along higher-volume arterial corridors such as Franklin Street and Michigan Boulevard. In contrast, signalized intersections had higher risk factors at high-volume intersections with more balanced traffic flows. These locations may warrant further evaluation of intersection control and alternative treatments such as roundabouts.

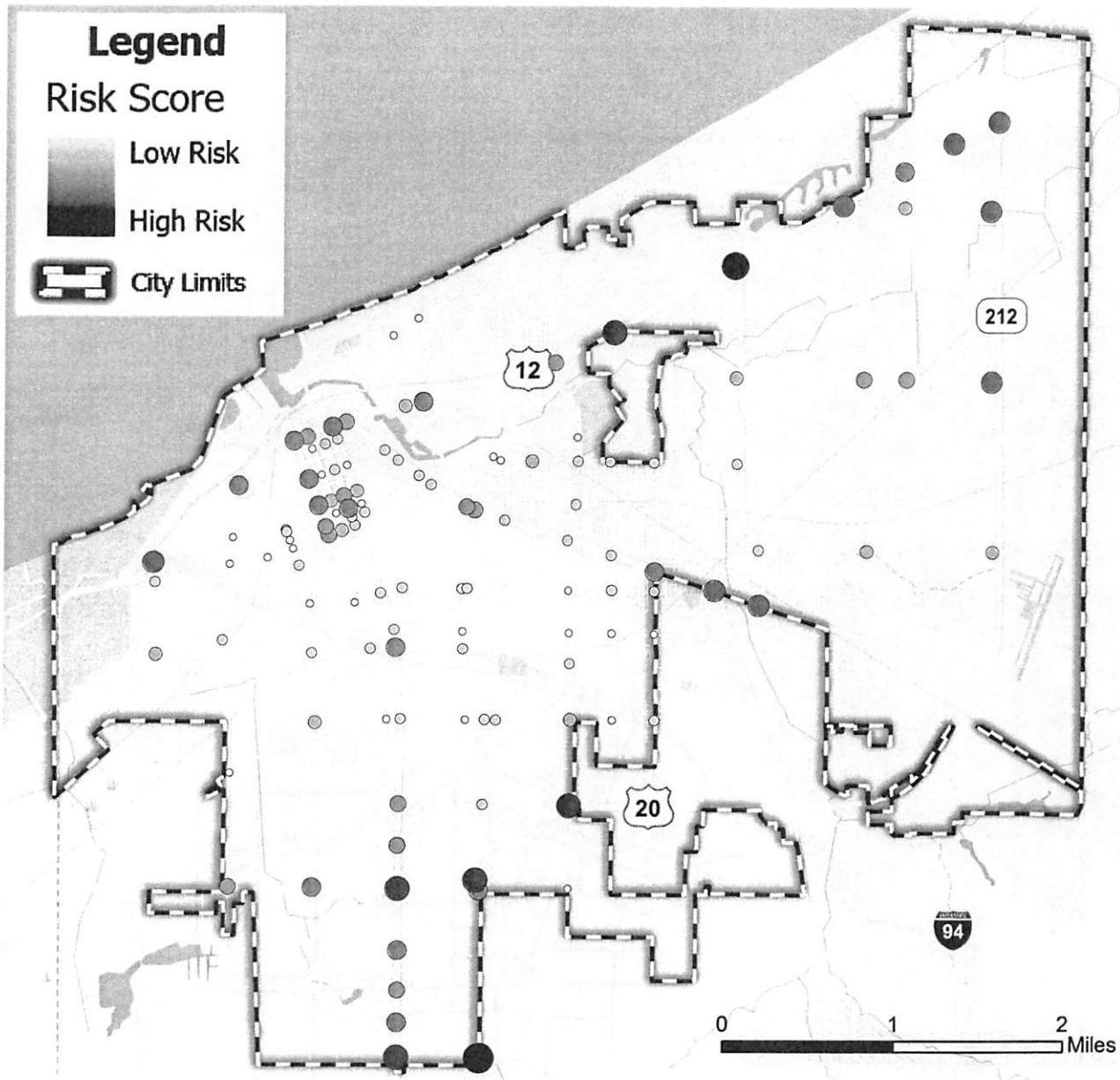
Intersection Skew: The geometric configuration of an intersection can influence driver expectations and movement patterns. Skewed intersections were identified as intersections where at least one leg intersected the others at an angle of less than 70 degrees. The analysis did not identify a notable difference in risk factors between skewed and non-skewed intersections.

Intersection Approach Speed: Similar to roadway segments, travel speed approaching an intersection is an important safety consideration. Higher speeds can reduce reaction time and increase the severity of crashes. Intersection approach speed was measured as the average speed limit of all legs approaching the intersection. The analysis found that higher approach speeds were generally associated with higher intersection risk factors.

Total Approach Lanes: The number of lanes approaching an intersection can influence both traffic volumes and the number of potential conflict points. The analysis found that intersections with five or more total approach lanes had higher risk scores than intersections with fewer approach lanes.

Intersection Width: Intersection width was calculated based on the number and width of lanes at each approach. The average width across approaches was then multiplied by two to account for both directions of traffic. This measure does not account for turn lanes, medians, or other intersection-specific features. Intersections with a width between 30 and 40 feet had the highest risk factor, at 2.1.

Intersection Risk Index: A composite intersection risk index was developed using the same methodology applied to roadway segments. Features with risk factors greater than 1 were considered high-risk features and included in the index. Features with 10 percent or more crashes than expected received a score of 1, while all other features received a score of 0.5. The intersection risk index is the sum of these scores, with all risk factors weighted equally.

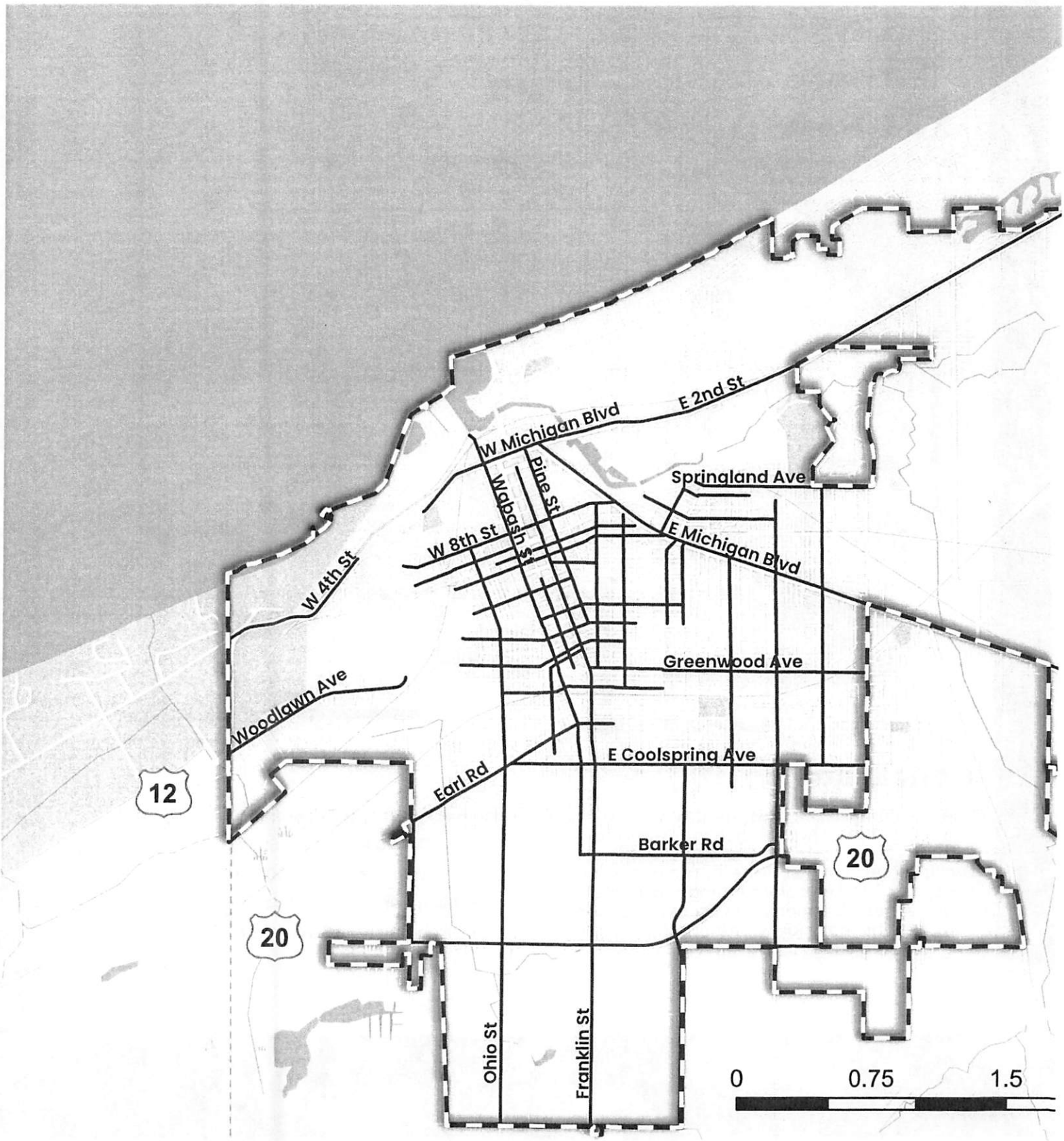


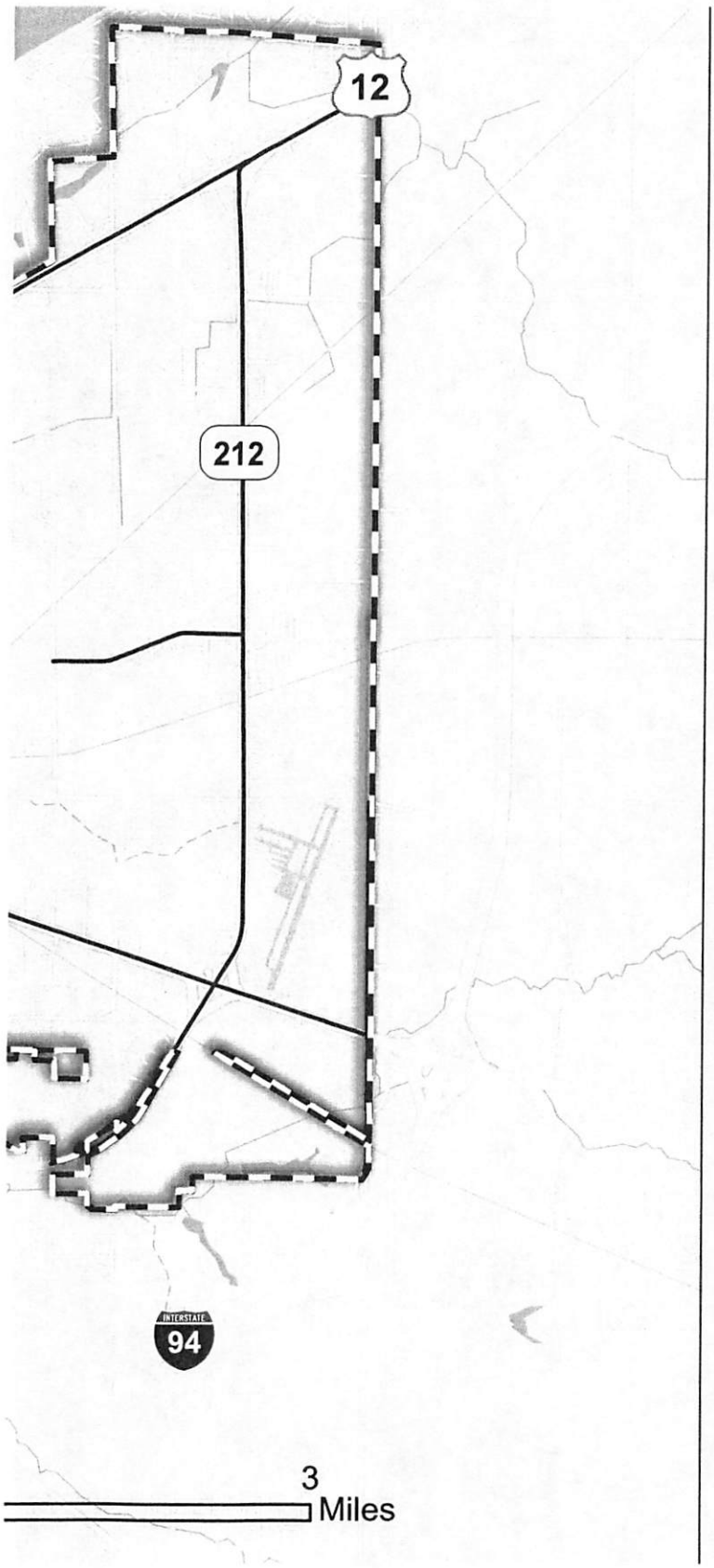
Conclusion

The resulting risk scores identify intersections where multiple characteristics are associated with elevated crash risk. The figure above shows the intersection risk index across the study area, with darker colors indicating higher risk scores. These locations can be used to identify intersections that may warrant additional review and targeted safety improvements.

Higher Risk City Intersections:

- W CR 400 N & N CR 950 W
- Franklin St & W CR 400 N
- Michigan Blvd & Johnson Rd
- Michigan Blvd & Warnke Rd


W Michigan Blvd
E 2nd St
Springland Ave
Pine St
Wabash St
W 8th St
E Michigan Blvd
W 4th St
Greenwood Ave
Woodlawn Ave
E Coolspring Ave
Earl Rd
12
Barker Rd
20
20
Ohio St
Franklin St
0
0.75
1.5



High Injury Network (HIN)

To establish a technically rigorous foundation for the HIN, the analysis utilized Indiana-specific comprehensive crash unit costs adjusted to October 2025 dollars, which are adopted by the Indiana Department of Transportation (INDOT) for benefit-cost evaluations. These values were converted into Equivalent Property Damage Only (EPDO) weights. By establishing a PDO crash as the baseline value of 1.0, severe crashes received a high weight of 59.21, while non-incapacitating injury crashes were weighted at 5.59. Spatially joining five years of crash data to the roadway network in ArcGIS Pro and applying these weights allowed the City to identify the top 20 percent of roadway segments by composite severity, forming a highly targeted 62.7-mile HIN where traffic safety risks are most acute.

The resulting HIN highlights that severe traffic safety risks are concentrated along Michigan City's primary regional and local travel corridors. These corridors function as vital thoroughfares connecting commercial districts, industrial centers, and residential neighborhoods, resulting in high volumes and mixed travel modes that increase crash exposure. While representing less than a third of the city's total roadway mileage, this 63-mile network accounts for almost the entirety of the city's most tragic roadway outcomes, including 20 of the 21 fatal crashes (95.2%) and 96 of the 108 incapacitating-injury crashes (88.9%).

Michigan City maintains 50.1 miles (79.9%) of the HIN. This high share of local control presents an excellent opportunity for the City to independently design and deploy near-term safety countermeasures. Conversely, the remaining 20% of the HIN falls under Federal (10.0 miles; 16.0%) or State (2.6 miles; 4.1%) jurisdictions. Because these corridors are managed by external agencies, implementing countermeasures will require close inter-agency coordination, alignment with state design guidelines, and collaborative funding applications. The complete HIN list is included in the technical documentation in the appendix.

4

Policy & Process

INTRODUCTION

The Michigan City Safety Action Plan establishes a framework for improving transportation safety and reducing the number of fatal and serious injury crashes throughout the community. As part of this effort, the City's existing policies, plans, and practices were reviewed to better understand how current approaches support transportation safety and where additional opportunities exist. This evaluation highlights areas of strength while identifying potential improvements that can help advance a more proactive, safety-focused approach. Recommended strategies are tailored to Michigan City's unique characteristics, including its diverse neighborhoods, schools, commercial areas, industrial districts, and key transportation corridors.

The policy recommendations in this memo are tailored to Michigan City's existing policy foundation, the gaps identified in the City's policy questionnaire, and the direction established by regional plans and studies. They also adapt relevant tools from the Sensible Tools Handbook for Indiana, including Complete Streets policy elements, site and subdivision review checkups, access management, pedestrian and bicycle connectivity, traffic calming, bicycle parking, transit-oriented development, and universal design. Each recommendation is intended to be a realistic starting point for local action and interagency coordination rather than a requirement to immediately rewrite every ordinance or construct every identified facility.

The table below lists and describes the types of plans and policies that inform the policy and proces review.

TOPIC	DESCRIPTION A policy, plan, guideline, standard, or other formalized process that addresses:
ADA Transition Plan	Pedestrian infrastructure improvements with respect to Americans with Disabilities Act (ADA) compliance
Complete Streets	Roadway design for all users
Land Development	Incorporation of roadway safety and/or multimodal access standards into development review process for new developments
Lane Widths	Roadway lane widths (could be part of Complete Streets policy)
Roundabouts	Roundabouts implementation or design standards
Traffic Operations	Levels of Service (LOS) alternatives
Underserved Needs	Funding dedication specifically for roadway safety projects in underserved and disadvantaged areas
Funding	Funding dedication specifically for roadway safety, vulnerable road users, etc.
Performance Management	Annual tracking of fatal and serious injury crashes and safety projects; annual public updates; an entity to review fatal/serious injury crashes
Project Selection	Improvement project prioritization based on proven safety countermeasures and/or safety for vulnerable road users
Safe Routes to School	Partnering with school districts to develop Safe Routes to School programs
School Zones	Traffic calming strategies and deployments in school zones
Speed Limits	Consistent speed limits are set on similar roadways throughout the region
Speed Management	A means for residents to formally request speed humps/bumps/cushions, signage, or other traffic calming features to reduce vehicle speeds
Educational Campaigns	Educational efforts regarding unsafe driving behavior and/or awareness of vulnerable road users

Policy & Process Review

City staff provided input on whether formalized processes exist across 15 key topic areas listed in Table 1. These topics relate to roadway safety, vulnerable road user protection, and data-driven decision-making. Formalized policies refer to established and documented processes such as project selection criteria, street design standards, speed management policies, and performance monitoring systems. It is not expected that the City maintain formal policies for all 15 topics. Instead, the purpose of the assessment is to understand how existing frameworks influence safety-related decision-making.

This analysis helps to highlight areas of opportunity where policy development or refinement may strengthen the City's ability to support safer streets and reduce crash risks. The questionnaire indicates that Michigan City has a meaningful, but uneven, policy foundation for transportation safety. The City already addresses transportation access and multimodal connectivity through its development review, zoning, subdivision, sidewalk, and driveway-access provisions. It also has a formal speed-limit ordinance and some traffic-calming and safety-education practices.

Based on the analysis, the largest gaps are the absence of a standalone Complete Streets policy, a formal ADA Transition Plan and barrier inventory, a safety-focused project-selection and funding framework, routine performance reporting, a resident speed-management request process, a Safe Routes to School program, and a recurring public education campaign.

Michigan City's transportation safety policies and processes are organized into six emphasis areas described below. Together, these areas provide a framework for improving accessibility, designing safer streets, directing investments, managing speeds, calming traffic, and encouraging safer behavior. The recommendations build on existing City practices and provide opportunities to strengthen coordination, consistency, and accountability over time.

Policy Emphasis Areas

1. Accessibility

Michigan City is working to make sidewalks, crossings, transit facilities, and other public rights-of-way safer and more accessible for people of all ages and abilities. A formal ADA Transition Plan and barrier inventory would help the City identify accessibility gaps, prioritize improvements, and coordinate ADA upgrades with routine maintenance, roadway projects, and future transportation investments.



Accessible sidewalks, crossings, and curb ramps help ensure that everyone can travel safely and independently.



2. Complete Streets

A Complete Streets approach considers the needs of pedestrians, bicyclists, transit users, motorists, freight, and emergency responders during the planning, design, construction, and maintenance of transportation facilities. Building on Michigan City's existing sidewalk, trail, development-review, and transportation-planning practices, a formal policy would create a consistent framework for connected, context-sensitive, and safer streets.

Complete Streets are designed to support safe and comfortable travel for all users.



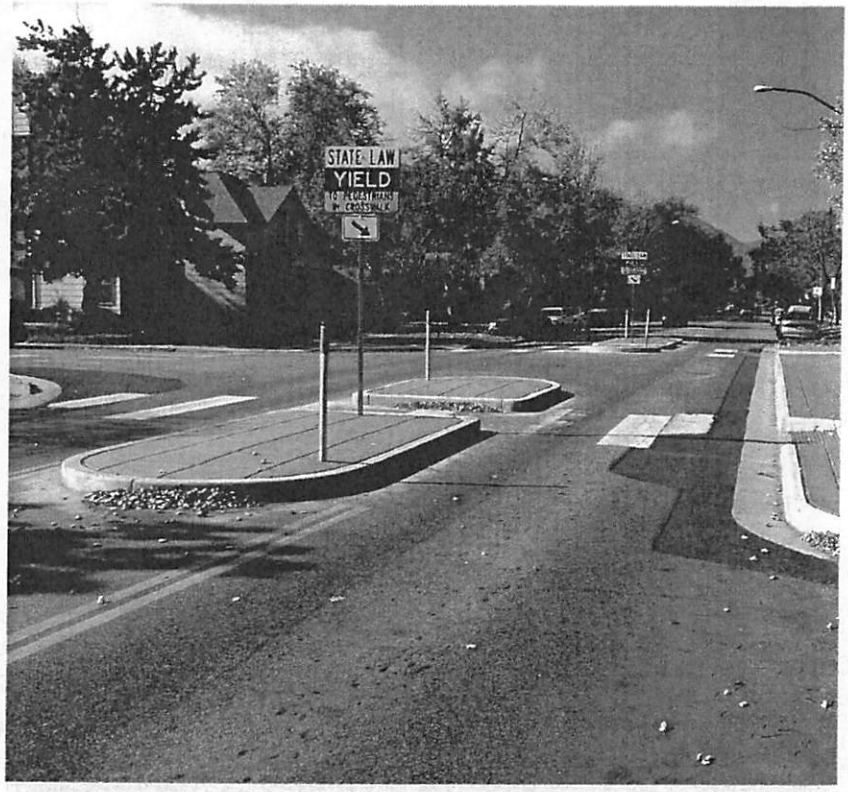
3: Data-Based Decision-Making

Data can help Michigan City direct limited resources to the locations and projects with the greatest potential safety benefit. A formal prioritization and performance-management process would consider fatal and serious injury crashes, vulnerable road user exposure, community needs, equity, proximity to schools and other destinations, project readiness, and coordination opportunities. Regular reporting would help the City track progress and adjust priorities over time.

Using crash, roadway, community, and equity data helps guide investments toward the greatest safety needs.

4: Traffic Calming

Traffic calming can help reduce vehicle speeds and improve safety on neighborhood streets and corridors near schools, parks, homes, and other community destinations. Michigan City has used tools such as speed humps and dynamic speed feedback signs. A formal program would establish a clear process for residents to request improvements, evaluate locations, select appropriate treatments, coordinate enforcement, and measure results.



Traffic-calming treatments can make neighborhood streets safer, quieter, and more comfortable for people walking and biking.

5: Speed Management

Safe speeds are essential to reducing the likelihood and severity of crashes. Michigan City's speed-management approach can build on existing speed-limit regulations, enforcement practices, and traffic-calming projects by using a context-sensitive process that considers roadway function, land use, operating speeds, crash history, and the presence of vulnerable road users. Combining engineering, enforcement, and public input can support safer speeds across the network.



Managing speeds through roadway design, enforcement, and context-sensitive speed limits can reduce crash risk and severity.



6: Public Education and Outreach

Transportation safety depends on the choices and actions of everyone who uses the roadway. A coordinated public education campaign can reinforce safer behaviors, including slowing down, avoiding distraction, yielding to pedestrians, safely passing bicyclists, and exercising extra caution near schools and transit stops. Aligning outreach with engineering improvements and targeted enforcement can make safety messages more visible and effective.

Consistent safety messages help reinforce safer behavior and connect education with engineering and enforcement.

Policy Recommendations

Policy and process changes are intended to complement engineering and design solutions by strengthening how transportation safety is considered in planning, project development, maintenance, and community programs. These strategies provide the City with practical tools to incorporate safety into decision-making, prioritize investments, improve accessibility and connectivity, manage vehicle speeds, and support safer behaviors. The recommendations build on Michigan City's existing policies and practices while addressing gaps identified through the policy assessment.

There are ten strategic policy goals, with descriptions and considerations along with supported elements of the Safe System Approach.

#1 – Adopt a Formal, Context-Sensitive Complete Streets Policy

Michigan City should adopt a formal Complete Streets policy that applies to transportation projects under City control, including new construction, reconstruction, resurfacing, maintenance, and operations. The policy should establish a consistent process for considering pedestrians, bicyclists, transit users, motorists, freight, and emergency responders, while incorporating context-sensitive design, accessibility, network connectivity, measurable outcomes, and a documented exceptions process.

#2 – Strengthen Multimodal and Safety Requirements in Development Review

Continue refining development review requirements to improve pedestrian and bicycle connectivity, internal circulation, transit access, access management, and connections to planned sidewalks and trails. Consider direct pedestrian connections, shared access and cross-access, driveway placement, preservation of planned transportation routes, and the safety impacts of new development on the surrounding roadway network.

#3 – Establish a Safety-Focused Project Prioritization Framework

Develop a formal process for prioritizing transportation projects based on safety and community needs. Criteria could include fatal and serious injury crash history, high-risk locations, pedestrian and bicyclist exposure, network gaps, ADA needs, proximity to schools and other destinations, community needs, coordination opportunities, maintenance costs, project readiness, and funding availability.

#4 – Establish a Transportation Safety Performance Monitoring Program

Create a formal process to regularly review transportation safety conditions and track progress toward Safety Action Plan goals. The program should include annual review of fatal and serious injury crashes, identification of emerging safety concerns, tracking of completed and planned improvements, speed monitoring, interdepartmental coordination, and periodic reporting of safety trends and implementation progress.

#5 – Create a Comprehensive Transportation Asset Management Program

Develop and maintain an inventory of transportation infrastructure that supports safe travel, including sidewalks, curb ramps, crossings, pavement markings, signs, signals, lighting, traffic calming features, drainage, railroad crossings, and transit facilities. The inventory should document asset condition, maintenance needs, and replacement priorities to support proactive maintenance, coordinated investments, grant applications, and long-term planning.

#6 – Establish Pavement-Marking, Signing, and Visibility Maintenance Standards

Establish proactive maintenance standards to ensure pavement markings, crosswalks, stop bars, bicycle markings, signs, and other roadway visibility features remain consistent, legible, and effective. Prioritize high-crash locations, school zones, pedestrian crossings, railroad crossings, and major corridors, and coordinate maintenance with resurfacing and capital improvement projects.

#7 – Strengthen Traffic Calming and Speed Management Practices

Build on existing speed humps and dynamic speed feedback signs by establishing a formal traffic calming program. The program should provide a clear process for resident requests, objective evaluation criteria, an approved treatment toolbox, prioritization based on safety needs and available funding, before-and-after monitoring, coordination with INDOT routes, and enforcement partnerships where appropriate.

#8 – Develop a Coordinated School Zone and Safe Routes to School Program

Establish consistent guidance for improving safety around schools in coordination with school districts and community partners. The program should identify walking and bicycling barriers, incorporate walk and bike audits, evaluate arrival and dismissal conditions, review crossing and enforcement needs, prioritize infrastructure and traffic-calming improvements, establish consistent school-zone treatments, pursue funding, and support student and family safety education.

#9 – Integrate Stormwater, Drainage, and Resiliency into Transportation Projects

Coordinate roadway, drainage, sidewalk, bicycle, and accessibility improvements to address standing water, pavement and infrastructure deterioration, winter hazards, and long-term maintenance needs. Transportation projects should consider drainage at intersections and crossings, green infrastructure where appropriate, and coordination between roadway and stormwater investments during reconstruction and development review.

#10 – Expand Transportation Safety Education and Outreach

Develop a more coordinated transportation safety campaign that builds on existing City, law enforcement, and regional efforts. Campaigns could address speed awareness, pedestrian and bicycle safety, railroad crossings, school-zone and school-bus safety, transit users, older adults and people with disabilities, distracted driving, and coordination with targeted enforcement activities.

5

Project Recommendations

The Recommendations section of the SAP translates the data-driven findings of the crash profile, HIN, and systemic risk analysis into an actionable roadmap to eliminate traffic fatalities and serious injuries in Michigan City. Rather than relying on a single type of intervention, this framework combines targeted capital improvements, rapid-delivery projects, programmatic policy changes, and proactive design standards.

The foundation of this roadmap consists of site-specific and corridor-wide project recommendations. Through a structured prioritization methodology described on the following page. Because capital-intensive projects take time to design and fund, they are complemented by Quick Wins: low-cost, rapid-delivery treatments such as striping adjustments, upgraded signage, and high-visibility crossing markings that can be deployed almost immediately. Additionally, the plan identifies Opportunity Projects, which are designed to integrate safety improvements into upcoming, already-scheduled municipal work—such as utility repairs or annual pavement preservation programs—to maximize cost efficiency and minimize construction disruption.

To address risk across the entire transportation network, the plan shifts from site-specific treatments to cover broader Systemic Interventions. These strategies address recurring risk factors on corridors that may not yet have a dense history of severe crashes but share higher risk characteristics of the Risk Index. These systemic recommendations are presented in the Safety Toolkit, which serves as a practical manual for this work, offering a standardized menu of FHWA-proven safety countermeasures, design templates, and traffic-calming strategies.

The final component of the recommendations in this SAP ensures long-term accountability, funding, and progress tracking through a comprehensive Implementation & safety target plan. This framework establishes clear, time-bound Safety targets aligned with federal and state goals, supported by an Implementation Framework and early actions that outline immediate steps, departmental responsibilities, and lead agencies.

To sustain momentum, the SAP establishes a program for Performance Management, Reporting, & Monitoring. Ultimately, by aligning these performance tracking mechanisms with diverse state, federal, and local funding opportunities Michigan City will possess both the strategic roadmap and the financial tools necessary to work toward a safe transportation system.

PRIORITIZATION STEPS

The figure below illustrates the data driven project prioritization approach. Projects were prioritized using a scoring system that includes levels of expected crash reductions, roadway volume, potential for interaction with vulnerable road users, and other metrics, as described.



Prioritization Methodology

The goal of the project prioritization process is to identify locations where safety investments can have the greatest potential impact. The scoring methodology combines crash history, vulnerable road user safety, community and stakeholder concerns, land use, demographic characteristics, existing plans, and funding potential to provide a consistent and data-driven basis for prioritizing projects.

To identify and rank priority locations, the project team evaluated candidate locations using a scoring matrix. The criteria were selected to reflect both documented safety needs and local priorities, while also considering factors that can support project implementation. The criteria included:

Safety Index – 40 Possible Points

Locations were scored based on their Safety Index, with higher scores representing locations with greater demonstrated safety risk. Locations in the highest quartile received the greatest number of points, with progressively fewer points assigned to lower-index locations.

VRU Crashes – 10 Possible Points

Because people walking, biking, and rolling are particularly vulnerable in crashes, locations with a history of VRU crashes received additional points. Locations with higher numbers of VRU crashes received higher scores.

Public & Stakeholder Concerns – 15 Possible Points

Community and stakeholder input was incorporated into the prioritization process to capture safety concerns that may not be fully reflected in crash data. Locations were scored using a weighted scale based on public, stakeholder, and Mayor input.

Land Use Considerations – 5 Possible Points

Proximity to critical land uses was considered as an indicator of potential multimodal activity and exposure. Locations closer to critical land uses received higher scores

Demographic Index – 10 Possible Points

Demographic characteristics were incorporated to identify locations in areas with greater potential transportation needs. Locations were scored based on their position within the Demographic Index, with higher-index locations receiving more points.

Existing Plans – 10 Possible Points

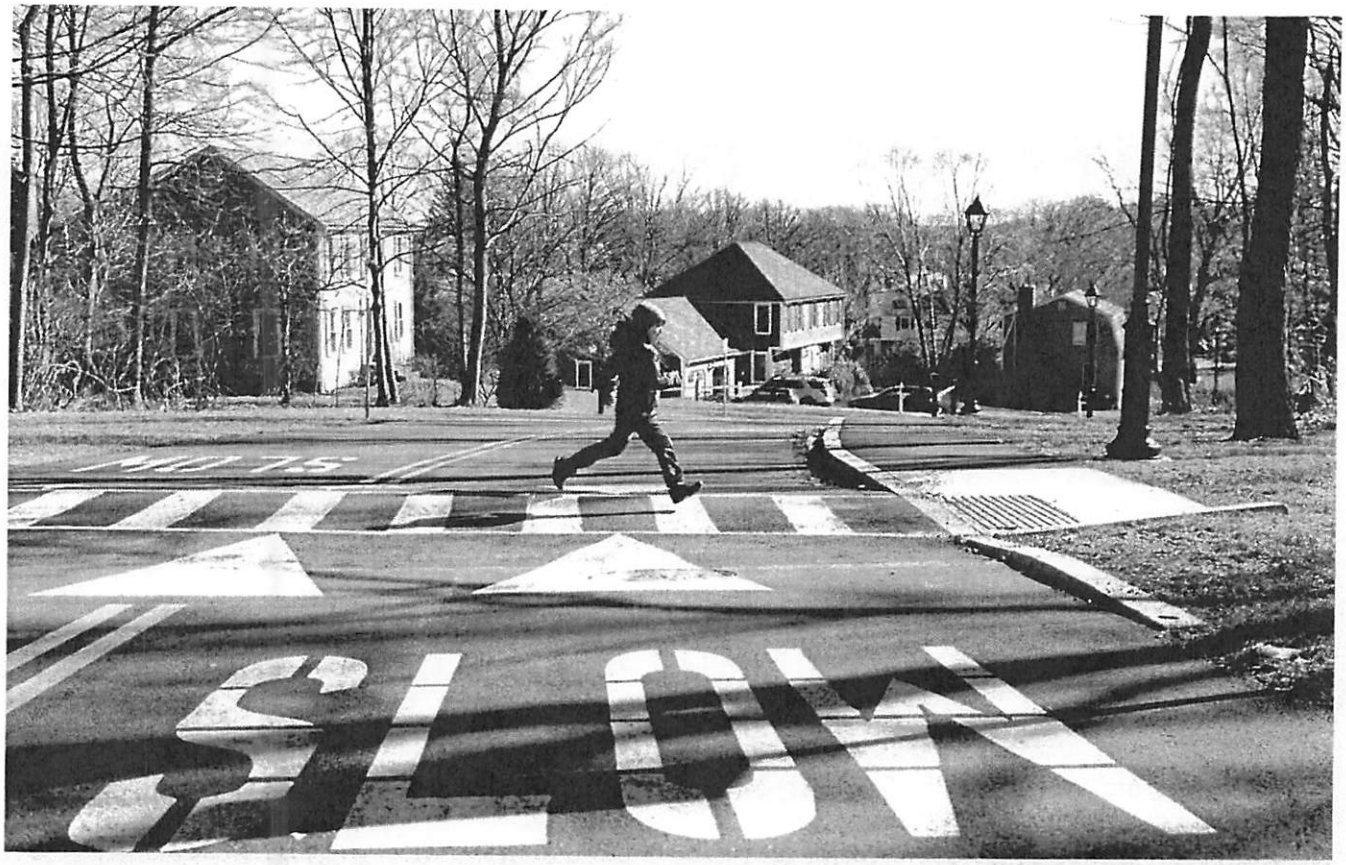
Projects already identified in local or regional plans received additional points, recognizing previous planning efforts and opportunities to build on established priorities. Greater points were assigned to corridors identified in multiple plans and those with direct safety implications.

Funding Potential – 10 Possible Points

Funding potential was considered to identify locations where existing funding mechanisms could support implementation. Corridors located within a Tax Increment Financing (TIF) district received additional points.

This scoring process produced a consistent, data-driven basis for comparing candidate locations and identifying those with the greatest combination of safety needs, community priorities, and implementation potential. The full scoring matrix used to evaluate each location is provided on the following page.

Category	Possible Points	High Score (Points)	Med-High Score (Points)	Med-Low Score (Points)	Low Score (Points)
Safety	40	Index Q4 (40)	Index Q3 (30)	Index Q2 (20)	Index Q1 (10)
Multi-modal/ VRU	10	Over 10 VRU Crashes (10)	6-9 VRU Crashes (7.5)	2-5 VRU Crashes (5)	1 VRU Crash (2.5)
Public & Stakeholder Concerns	15	Weighted Scale based on public, stakeholder, and Mayor input			
Land Use Considerations	5	W/in 0.25 mi of Critical Land Use (10)	-	W/in 0.5 mi of Critical Land Use (2)	-
Demographic Index	10	Index Q4 (10)	Index Q3 (7.5)	Index Q2 (3)	Index Q1 (0)
Existing Plans	10	Corridor is identified in multiple existing plans with direct safety implications (10)	Corridor is identified in multiple plans without direct safety implications or in one plan with direct safety implications (5)	Corridor is identified in a single existing plan without direct safety implications (2)	Segment is not identified in any existing plan (0)
Funding Potential	10	Corridor is located w/in TIF district (10)	-	-	-



Priority Safety Projects

The highest-priority safety projects identified through the prioritization process are presented on the following pages. The goal of this prioritization is to identify the locations with the greatest combination of documented safety needs, community and stakeholder concerns, and opportunities for implementation.

In cases where multiple locations received the same priority score, all locations with the tied score were included in the corresponding priority list. This approach ensures that locations with comparable levels of need are given equal consideration.

These prioritized projects represent some of the most critical safety needs identified through the planning process. Advancing these projects can help reduce the potential for fatal and serious injury crashes while improving safety and comfort for all road users.

For each priority project, a detailed fact sheet has been developed to summarize existing conditions, crash history, safety needs, prioritization scoring, and recommended safety improvements.

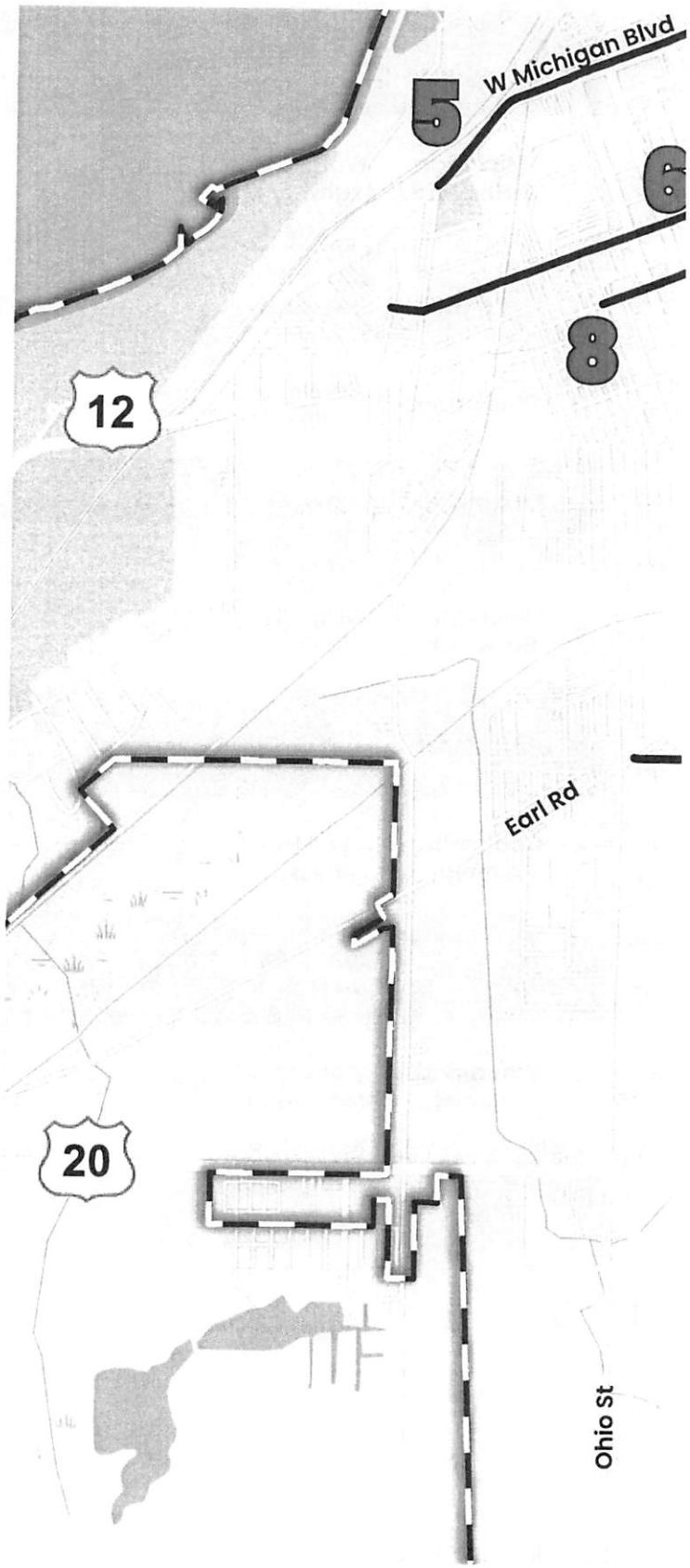
It is important to note that the prioritization results do not alone determine the order in which projects are pursued or constructed. Factors such as project cost, design requirements, right-of-way needs, environmental considerations, available funding, and coordination with other planned improvements will also influence project selection and implementation. The prioritization process provides agencies with a consistent and transparent tool to help incorporate safety needs into future transportation investments.

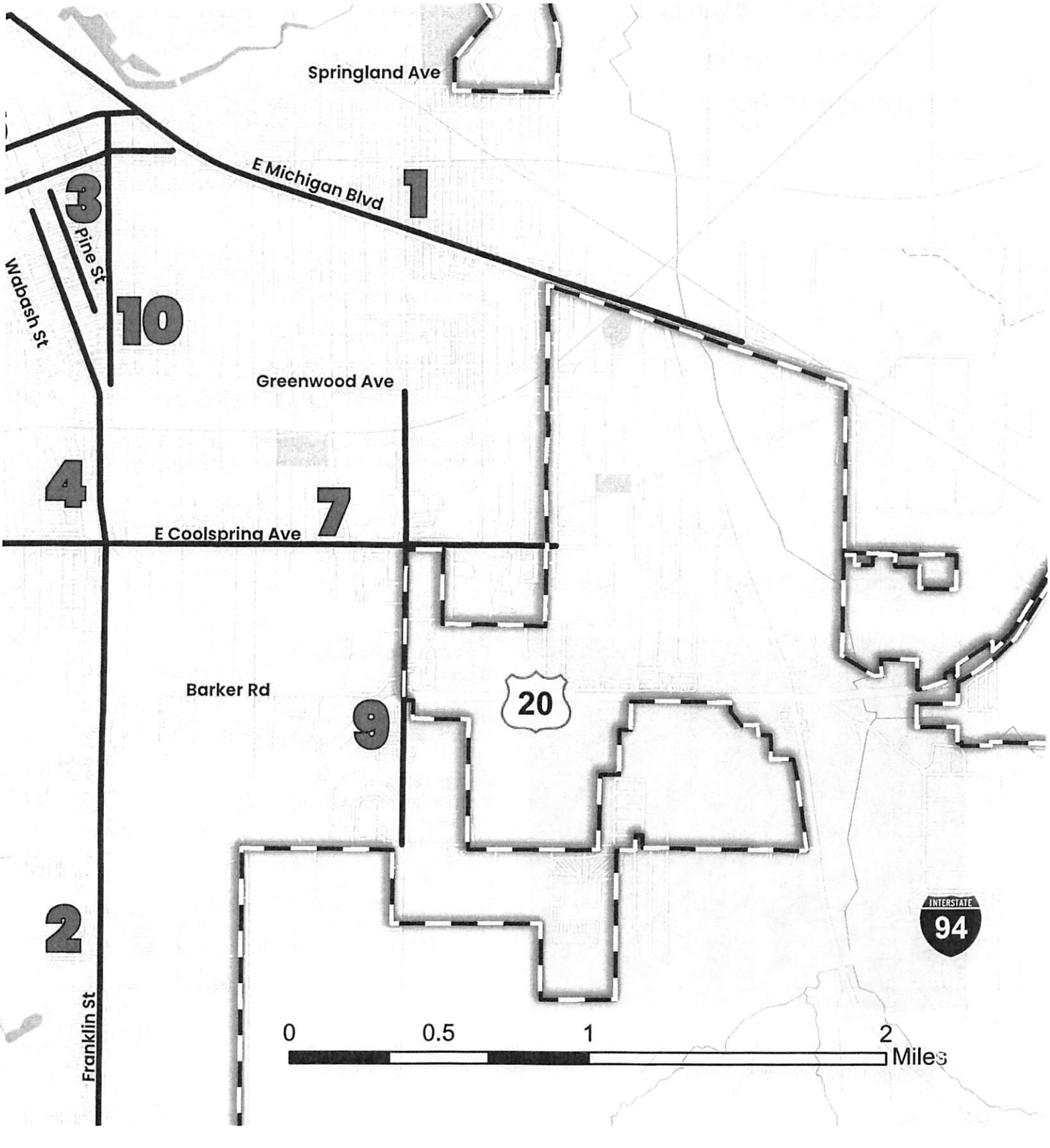
Interagency coordination will be particularly important for projects located on roads with shared ownership or jurisdictional responsibilities, as well as at intersections where City streets cross state-maintained routes.

#	Corridor	Extent	Safety Score	VRU Score	Stakeholder Score	Landuse Score	Demographic Score	Existing Plans Score	Funding Score	Total Score
1	**Michigan Boulevard**	Warnke to Highway 12	40	7.5	9	2	10	10	10	89.5
2	**Franklin Street**	City Limits to Barker	40	10	11	2	10	10	10	84
3	**Pine Street**	Barker to 11th	40	5	7	5	10	5	10	82
4	**Franklin Street**	Barker to Detroit	30	5	11	5	7.5	10	10	78.5
5	**Michigan Boulevard**	Willard to Spring	40	2.5	9	2	10	0	10	74.5
6	**8th Street**	Grant to Michigan	30	5	0	5	10	5	10	65
7	**Coolspring Avenue**	Earl to Roeske	30	5	11	5	7.5	5	0	63.5
8	**10th Street**	Manhattan to Maple	30	5	0	5	10	2	10	62
9	**Woodland Avenue**	Pahs to Greenwood	40	5	4	5	7.5	0	0	61.5
10	**Lafayette Street**	Greenwood to 8th	40	5	0	5	10	0	0	60

Prioritized Projects

1. Michigan Boulevard
2. Franklin Street
3. Pine Street
4. Franklin Street
5. Michigan Boulevard
6. 8th Street
7. Coolspring Avenue
8. 10th Street
9. Woodland Avenue
10. Lafayette Street

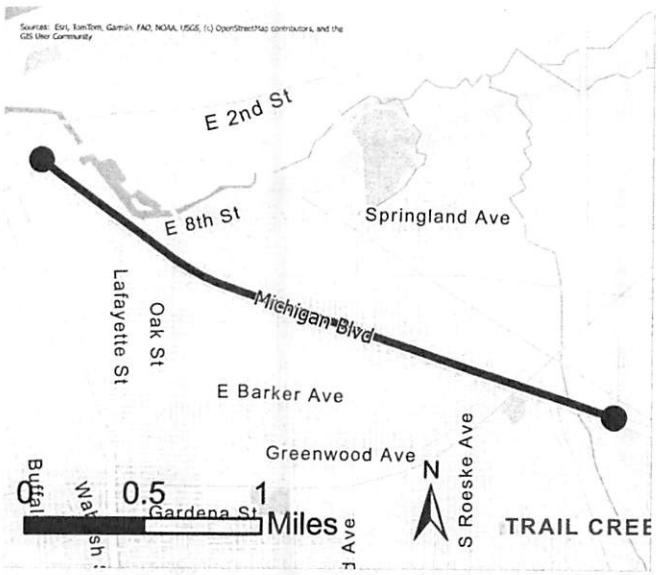



Springland Ave
E Michigan Blvd
1
3
Pine St
Wabash St
10
Greenwood Ave
4
7
E Coolspring Ave
Barker Rd
9
20
2
Franklin St
INTERSTATE
94
0
0.5
1
2
Miles

1 Michigan Boulevard

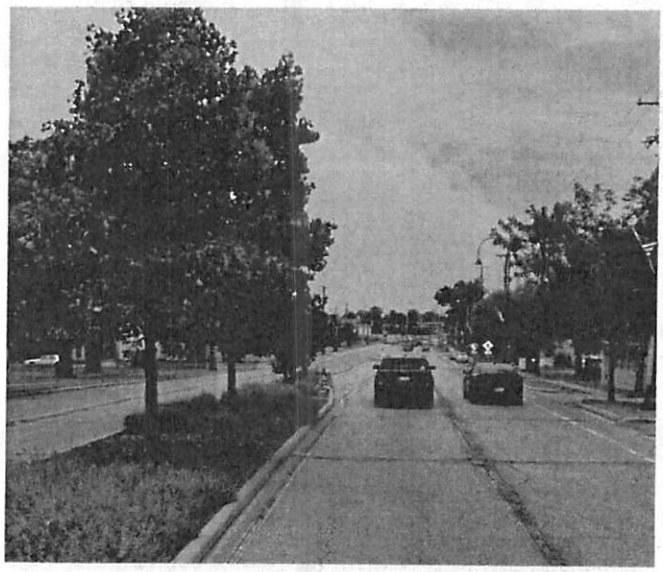
Warnke Road to Highway 12

Context: Michigan Boulevard is a major north-south corridor connecting residential neighborhoods, commercial areas, and community destinations to U.S. Highway 12 and the regional roadway network. The corridor serves both local and through traffic and provides an important connection between neighborhoods and activity areas on the city's south side. The corridor also provides access to several community and recreational destinations. The recommendations focus on improving intersection safety, pedestrian crossings, and multimodal connectivity while reinforcing the corridor's role as an important north-south route.



Key Characteristics

Segment Length: 2.6 Miles
Speed Limit: 35 MPH
Number of Lanes: 4
2025 AADT: 20,058
KSI Crashes: 9
VRU Crashes: 6
Dominant Crash Types: Rear end, right angle, left turn
Dominant Primary Factors: Failure to yield/ control, following too closely, disregarding signal/sign



Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Permissive to protected turns

Long-Term

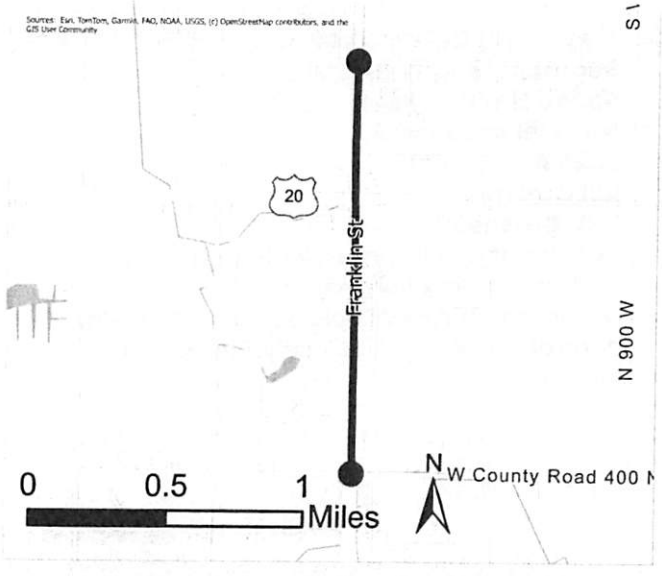
Road Safety Audit (RSA)
Gateway treatments
Signal phasing/timing review
Roundabout at Carroll intersection
Explore traffic calming measures
Bicycle and Pedestrian Accessibility and Connectivity Plan including evaluation of:

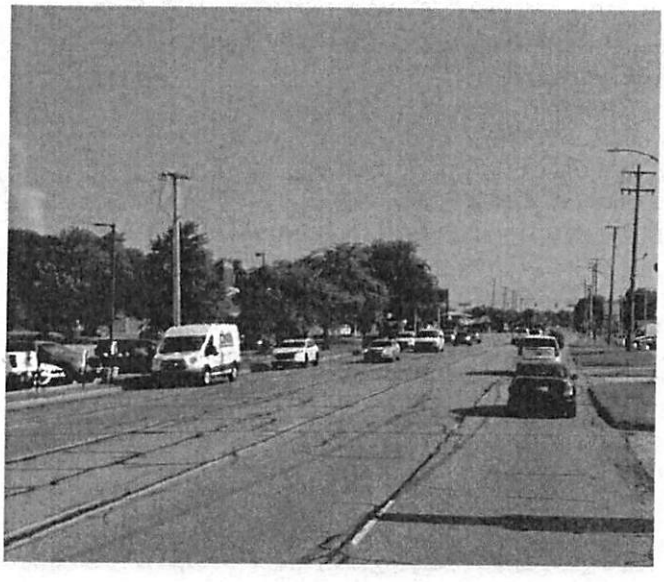
- Additional crossings and pedestrian refuge islands
- Off-road shared use path/trail

2 Franklin Street

City Limits to Barker Road

Context: Franklin Street is a major north-south corridor serving commercial, employment, and community destinations between the city limits and central Michigan City. The corridor provides an important regional connection while also serving local traffic, transit, pedestrians, and bicyclists. Its commercial development and numerous access points create frequent interactions between vehicles and other road users. The recommendations focus on improving intersection operations, access management, lighting, and bicycle and pedestrian facilities along the corridor.





Key Characteristics*

Segment Length: 1.5 Miles
Speed Limit: 35 MPH
Number of Lanes: 4
2025 AADT: 20,591
KSI Crashes: 19
VRU Crashes: 17
Dominant Crash Types: Rear end, right angle, same direction sideswipe
Dominant Primary Factors: Failure to yield/ control, following too closely, lane keeping/lane movement

**The Franklin Street corridor south of US 20 is part of US 421 and falls under INDOT jurisdiction. Improvements identified for this segment would require coordination with INDOT and are subject to separate planning, funding, and implementation discussions.*

Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Improve intersection lighting

Long-Term

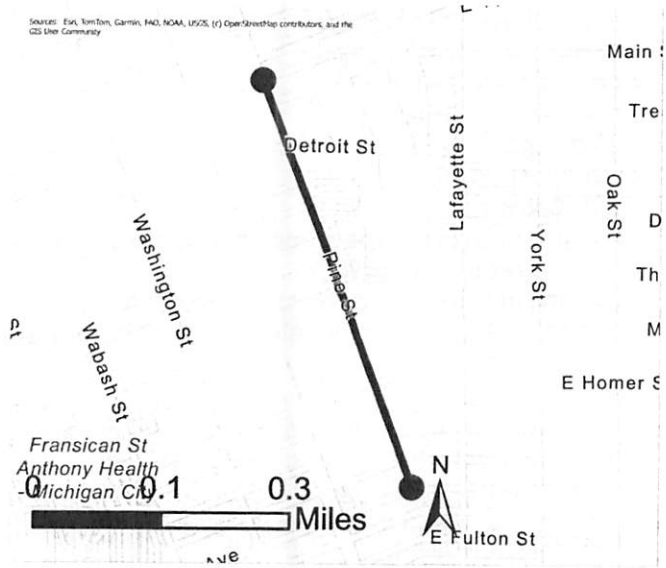
Road Safety Audit (RSA)
Sidewalk infill
Access management plan
Signal timing/phasing review
Bicycle and Pedestrian Accessibility and Connectivity Plan including evaluation of:

- Dedicated/protected bike lanes or cycle track
- Pedestrian refuge islands at crossings
- ADA Accessibility

3 Pine Street

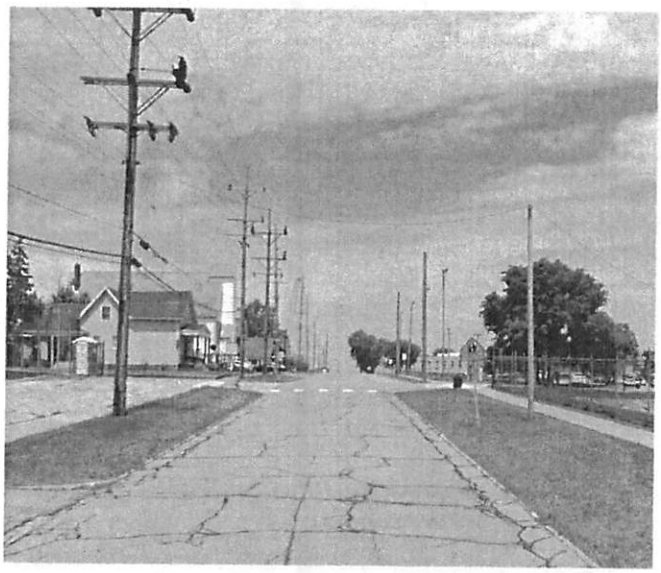
Barker Avenue to 11th Street

Context: Pine Street is a short north-south connection linking neighborhoods and local destinations with central Michigan City and the 11th Street South Shore Line station area. Its urban setting and proximity to transit and community destinations make pedestrian and bicycle connectivity especially important. The corridor also connects to several streets serving downtown and surrounding neighborhoods. The recommendations focus on improving ADA accessibility, visibility, bicycle accommodations, and the continuity of pedestrian facilities.



Key Characteristics

Segment Length: 0.42 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: 1,730
KSI Crashes: 2
VRU Crashes: 1
Dominant Crash Types: Right angle, rear end, same direction sideswipe
Dominant Primary Factors: Failure to yield/ control, following too closely, lane keeping/ lane movement



Recommendations

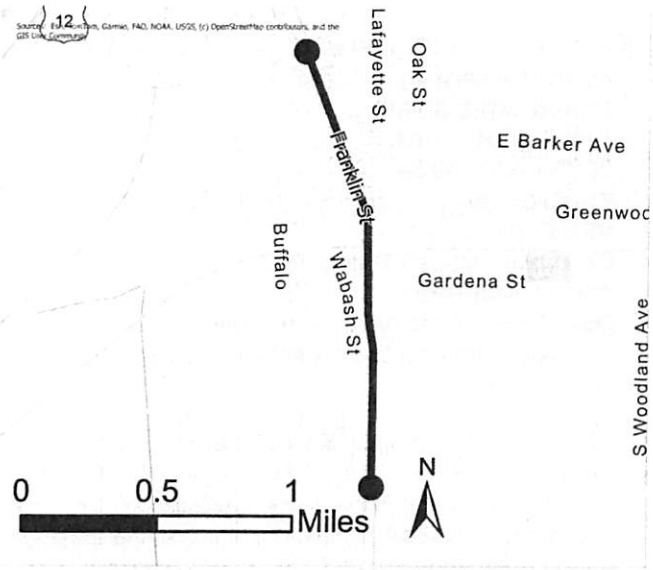
Short-Term
Check for ADA compliance
Improve intersection lighting
Pavement marking refresh
High visibility crosswalks
Bicycle signage and markings

Long-Term
Curb infill
Speed study/reduction to 25mph

4 Franklin Street

Barker Road to Detroit Street

Context: Franklin Street transitions into a more urban, downtown-oriented corridor between Barker Road and Detroit Street. It connects neighborhoods with downtown destinations, transit, and the 11th Street South Shore Line station, supporting a mix of local vehicle, pedestrian, bicycle, and transit activity. The corridor is also an important connection between surrounding neighborhoods and the city's central business and civic areas. The recommendations focus on evaluating the roadway's cross-section, improving access and signal operations, and strengthening bicycle and pedestrian connections.



Key Characteristics

Segment Length: 2.0 Miles
Speed Limit: 30 MPH
Number of Lanes: 4
2025 AADT: Unavailable
KSI Crashes: 2
VRU Crashes: 5
Dominant Crash Types: Rear end, right angle, left turn
Dominant Primary Factors: Failure to yield/ control, following too closely, lane keeping/lane movement



Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Improve intersection lighting

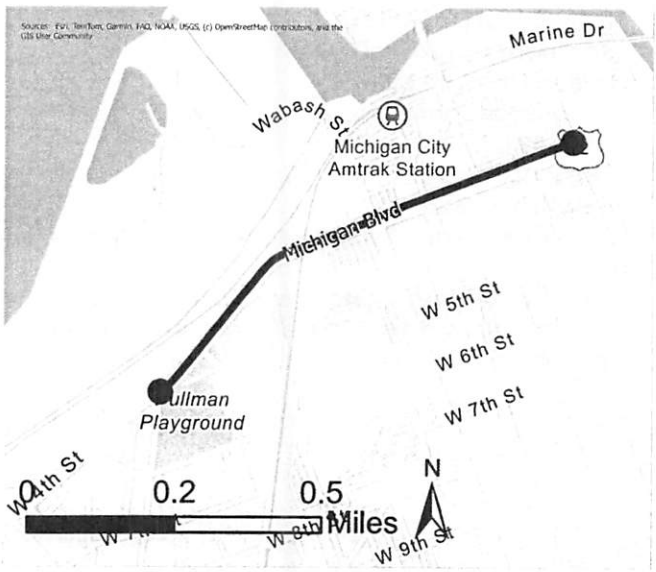
Long-Term

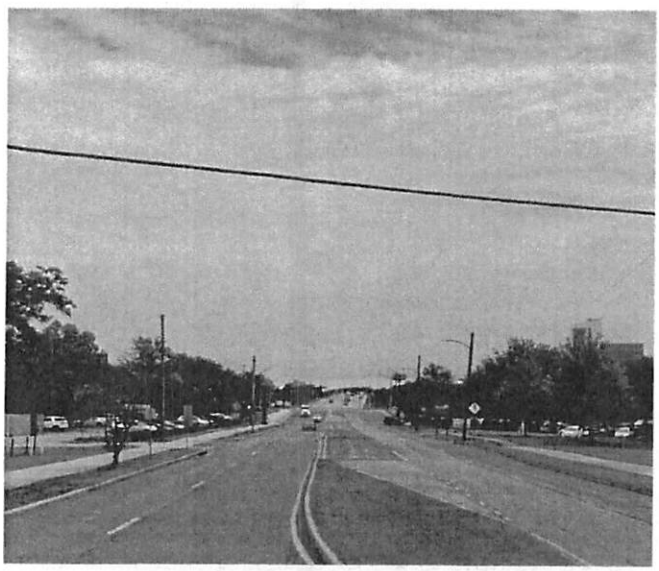
Road Safety Audit (RSA)
Road diet evaluation
Access management plan
Signal timing/phasing review
Bicycle and Pedestrian Accessibility and Connectivity Plan including evaluation of:

- Dedicated/protected bike lanes or cycle track
- Curb extensions
- Pedestrian refuge islands at crossings
- ADA Accessibility

5 Michigan Boulevard

Willard Avenue to Spring Street





Context: This segment of Michigan Boulevard serves the central city and provides an important connection between downtown, surrounding neighborhoods, and the broader street network. Its location within the urban core creates opportunities to strengthen pedestrian and bicycle connectivity across the corridor. The corridor serves a mix of local traffic and trips to downtown destinations, with several intersecting streets providing connections to nearby neighborhoods. The recommendations focus on improving crossings, sidewalk continuity, and intersection operations while creating a stronger gateway into the central city.

Key Characteristics*

Segment Length: 0.77 Miles
Speed Limit: 35 MPH
Number of Lanes: 4
2025 AADT: 8,234
KSI Crashes: 5
VRU Crashes: 1
Dominant Crash Types: Right angle, rear end, ran off road
Dominant Primary Factors: Failure to yield/ control, following too closely, disregarding signal/sign

**This segment of Michigan Boulevard is under INDOT jurisdiction. Any future safety improvements identified along this corridor would require coordination between the City of Michigan City and INDOT and would be subject to separate planning, funding, and implementation discussions.*

Recommendations

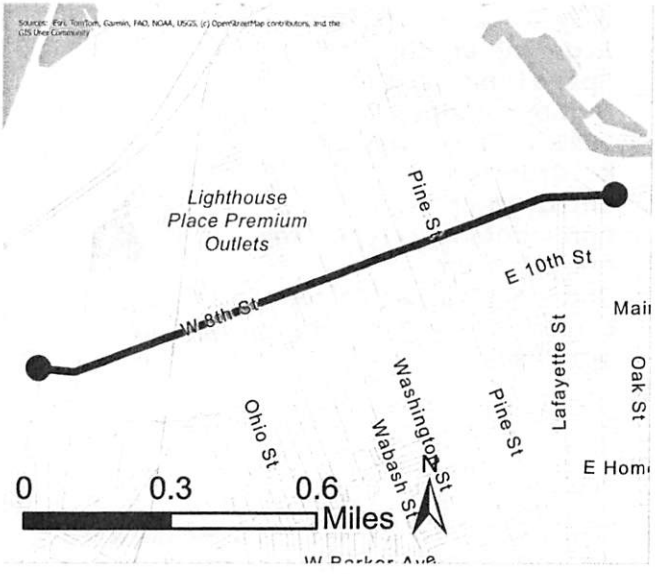
Short-Term
Pavement marking refresh
High visibility crosswalks

Long-Term
Roundabout at Wabash
Sidewalk Infill
Increase north/south crossings
Gateway treatments

6 8th Street

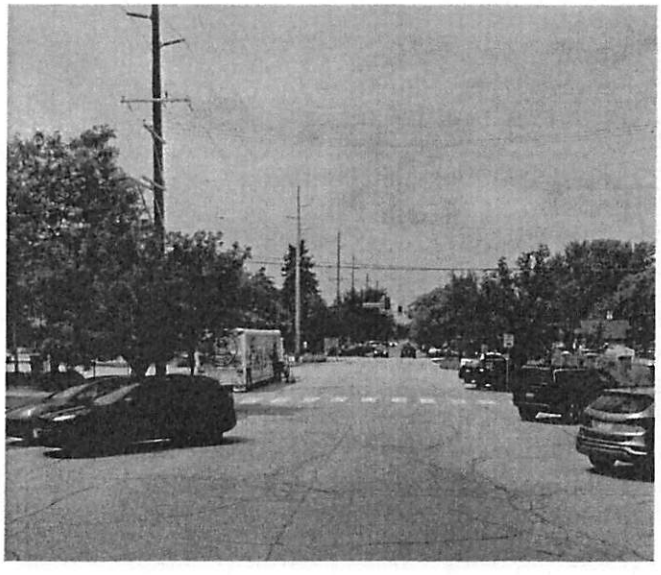
Grant Avenue to Michigan Boulevard

Context: 8th Street is an east-west neighborhood connection linking residential areas with Michigan Boulevard, downtown, and other major north-south routes. The corridor supports local vehicle traffic as well as pedestrian, bicycle, and transit connections through the central city. Its connections to several north-south streets make it an important part of the local street network and provide access to destinations near downtown and the South Shore Line station area. The recommendations focus on improving intersection control, crossing opportunities, bicycle accommodations, and speed management.



Key Characteristics

Segment Length: 1.2 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: 1,853
KSI Crashes: 1
VRU Crashes: 2
Dominant Crash Types: Right angle, backing crash, rear end
Dominant Primary Factors: Failure to yield/ control, following too closely, disregarding signal/sign



Recommendations

Short-Term

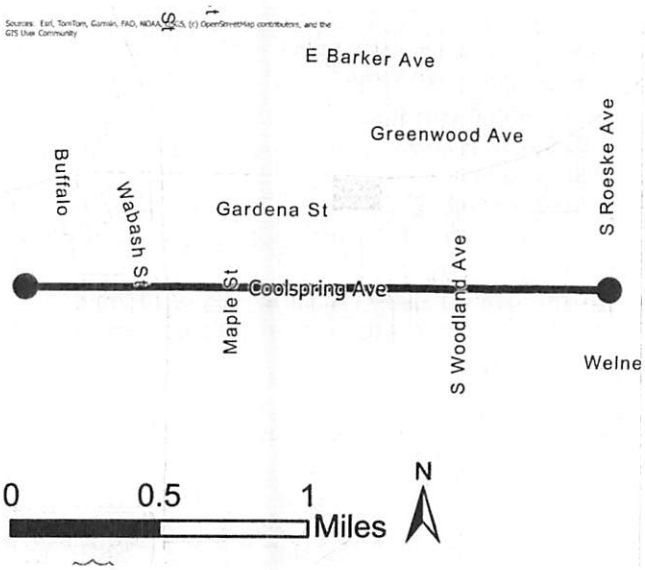
Convert two-way to four-way stops
Advanced warning signs
High visibility crosswalks
Pavement marking refresh
Bicycle signage and markings

Long-Term

Signalized intersection at Wabash
RRFB and raised crosswalk at midblock crossing between Washington and Franklin
Curb infill
Speed study/reduction to 25mph

7 Coolspring Avenue

Earl Road to Roeske Avenue





Context: Coolspring Avenue is an important east-west corridor connecting residential neighborhoods, commercial areas, and several major north-south routes. The corridor also serves transit and provides connections to destinations throughout central and south Michigan City. Its intersections with major streets create important points of connection between neighborhoods and activity areas. The recommendations focus on improving crossings and visibility, addressing key intersections, managing speeds, and strengthening bicycle and pedestrian connections.

Key Characteristics

Segment Length: 1.9 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: Unavailable
KSI Crashes: 4
VRU Crashes: 4
Dominant Crash Types: Rear end, right angle, left turn
Dominant Primary Factors: Failure to yield/ control, following too closely, disregarding signal/sign

Recommendations

Short-Term

High visibility crosswalks
Pavement marking refresh
Advance warning signs
Improve intersection lighting
Improve sightlines

Long-Term

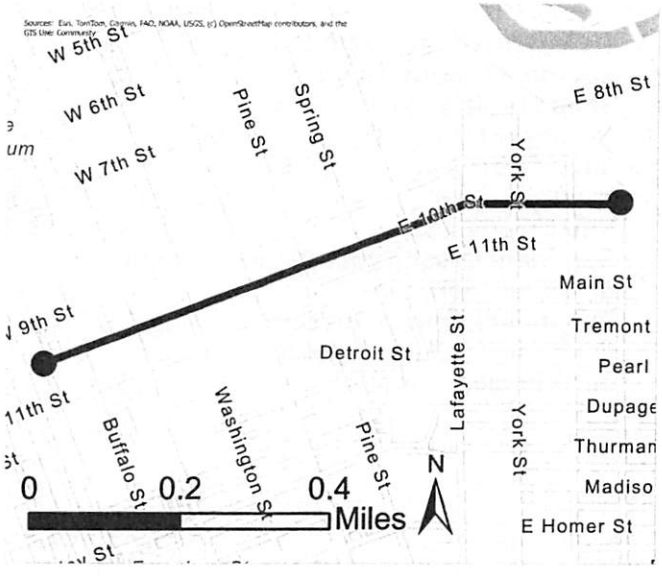
Increase number of north/south crossings
Review Euclid Ave alignment at Franklin and Coolspring
Roundabout at Woodland
Traffic calming measures
Bicycle and Pedestrian Accessibility and Connectivity Plan including evaluation of:

- Dedicated/protected bike lanes
- Safety signage

8 10th Street

Manhattan Street to Maple Street

Context: 10th Street provides an east-west connection through central Michigan City, linking neighborhoods with major north-south corridors and destinations near downtown. Its urban neighborhood context makes multimodal connectivity and safe crossings important considerations. The corridor provides connections to several residential areas and local destinations while also supporting access to the central city. The recommendations focus on improving crossings, intersection visibility, bicycle accommodations, and speed management.



Key Characteristics

Segment Length: 0.8 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: Unavailable
KSI Crashes: 1
VRU Crashes: 2
Dominant Crash Types: Right angle, same direction sideswipe, collision with object
Dominant Primary Factors: Failure to yield/ control, disregarding signal/sign, other



Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Bicycle signage and markings
Advance warning signs
Improve intersection lighting

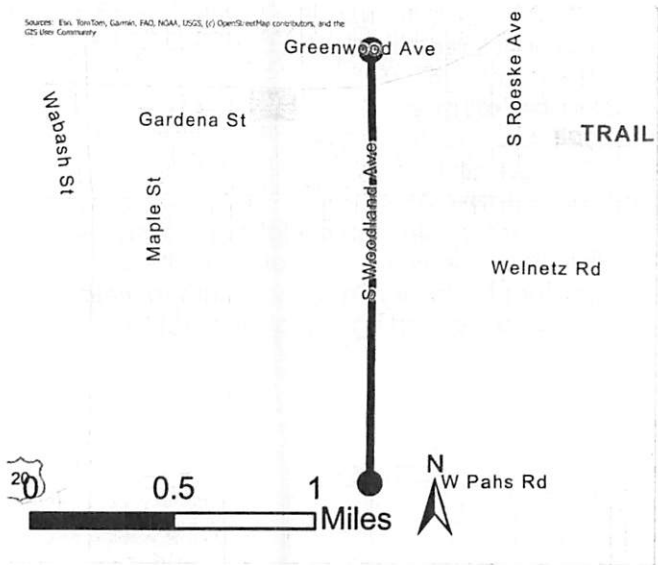
Long-Term

Curb extensions
RRFB at midblock crossing
Speed study/reduction to 25mph

9 Woodland Avenue

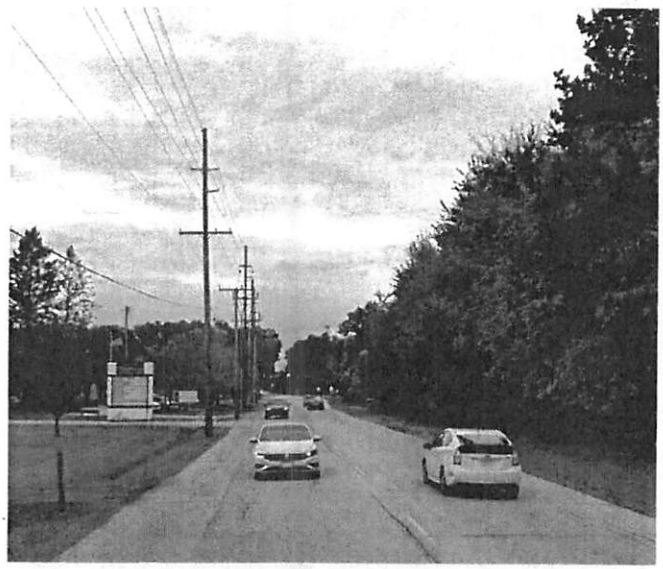
Pahs Road to Greenwood Avenue

Context: Woodland Avenue is a north-south neighborhood corridor connecting several major east-west routes and providing access to residential and community destinations. The corridor also crosses the railroad and serves transit, creating additional transportation and safety considerations. Its connections to Coolspring Avenue, Barker Avenue, and Greenwood Avenue make it an important link within the south-side street network. The recommendations focus on improving intersection and railroad crossing safety, pedestrian connectivity, sightlines, and speed management.



Key Characteristics

Segment Length: 1.5 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: 7,290
KSI Crashes: 4
VRU Crashes: 3
Dominant Crash Types: Rear end, right angle, left/right turn
Dominant Primary Factors: Following too closely, failure to yield/control, disregarding signal/sign



Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Increased signage
Flashing stop sign at Pahs intersection
Improve sightlines/vegetation management

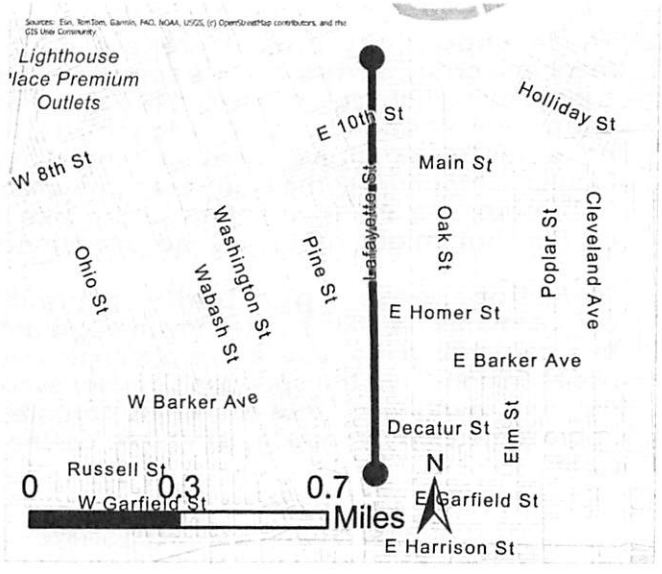
Long-Term

Road Safety Audit (RSA)
Roundabout at Coolspring intersection
Sidewalk infill
Crossing gates at railroad
Curb infill

10 Lafayette Street

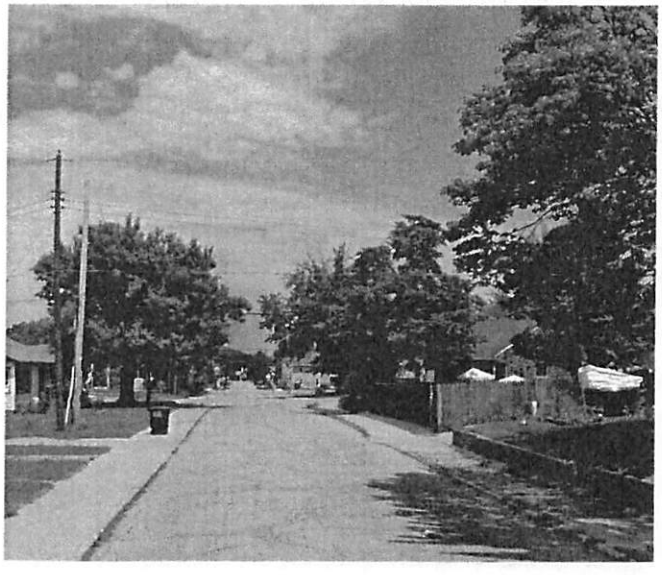
Greenwood Avenue to 8th Street

Context: Lafayette Street connects neighborhoods south of downtown with central Michigan City and several major east-west routes. The corridor serves a mix of residential and community destinations and provides an important local connection for pedestrians, bicyclists, transit users, and motorists. Its north-south orientation complements the city's broader network of east-west neighborhood connections and provides access toward downtown. The recommendations focus on improving intersection control, crossings, bicycle accommodations, signal operations, and speed management.



Key Characteristics

Segment Length: 0.9 Miles
Speed Limit: 30 MPH
Number of Lanes: 2
2025 AADT: Unavailable
KSI Crashes: 3
VRU Crashes: 2
Dominant Crash Types: Right angle, same direction sideswipe, left turn
Dominant Primary Factors: Failure to yield/ control, disregarding signal/sign, lane keeping/ lane movement



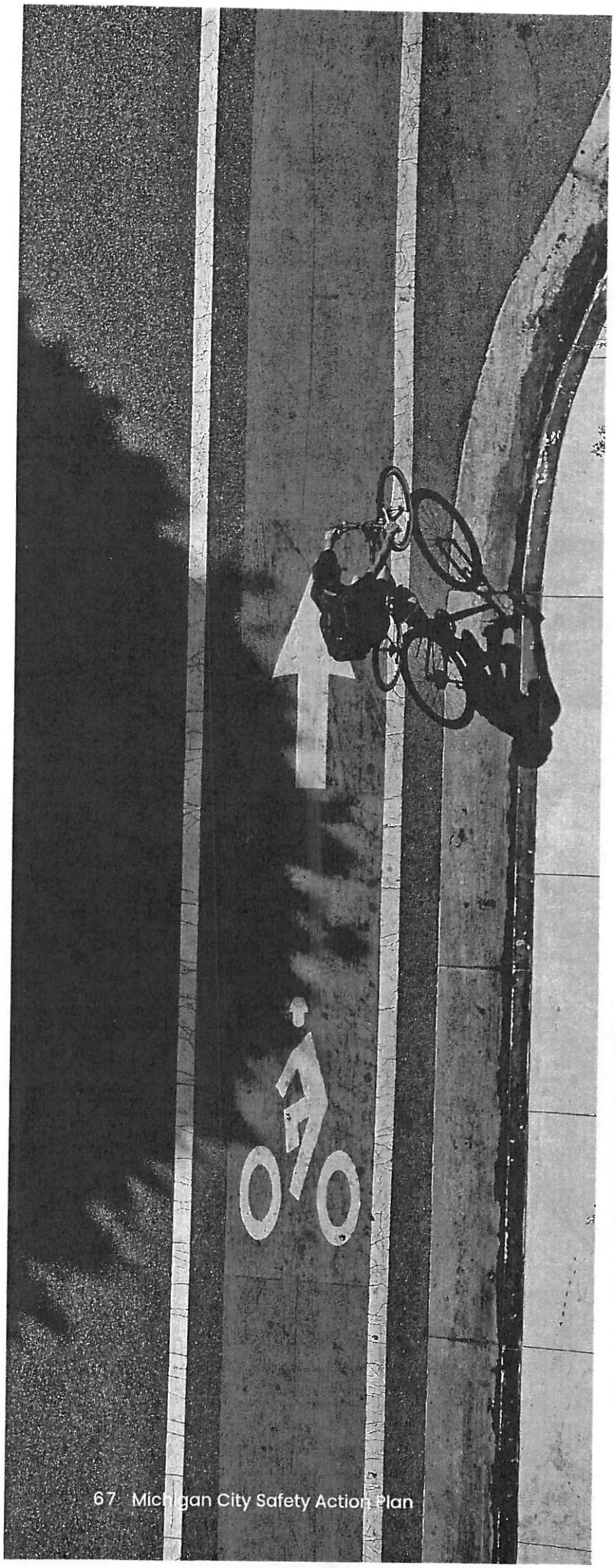
Recommendations

Short-Term

Pavement marking refresh
High visibility crosswalks
Increased signage
Convert two-way to four-way stops
Bicycle signage and markings

Long-Term

Road Safety Audit (RSA)
Signal phasing/timing review
RRFB at Thurman
Explore traffic calming measures
Speed study/reduction to 25mph
Evaluate crosswalk consistency at all pedestrian crossings



Opportunity Projects

Addressing community-identified concerns and locations with potential safety risks before crashes occur supports a proactive and comprehensive approach to safer streets in Michigan City. Some safety, accessibility, and operational needs may not be captured through the corridor-based prioritization process but still represent important opportunities for improvement.

These opportunity projects reflect public feedback, observed risks, and site conditions that suggest potential safety or accessibility concerns, even where documented crash patterns have not yet emerged. By identifying these locations proactively, the Plan seeks to prevent future crashes, improve safety, and address issues that might otherwise go unnoticed.

Including these opportunity projects complements the Plan's data-driven approach by incorporating the experiences of people who use Michigan City's transportation system every day and identifying locations where targeted improvements may reduce risk before crashes occur.

North-South Active Transportation Network

A recurring theme throughout stakeholder interviews and public engagement was the lack of continuous north-south bicycle and pedestrian connectivity. Survey respondents identified gaps in sidewalks and bicycle facilities, unsafe crossings, and challenges walking and biking along higher-traffic streets.

Recent investments have improved east-west travel, but additional connections are needed between neighborhoods, schools, parks, downtown, employment centers, transit, and lakefront destinations. This initiative would focus on developing a connected network of trails, bikeways, neighborhood routes, sidewalks, and crossings that provide safe and convenient north-south travel throughout the city.

US 20, US 421, and US 12 Access and Mobility Improvements

US 20, US 421, and US 12 serve major commercial, employment, and developing areas, but people regularly walk, bike, and access transit along and across these corridors despite limited accommodations.

Future improvements could focus on sidewalks, shared-use paths, bicycle facilities, safer crossings, transit access, access management, and other multimodal improvements that improve mobility and support future growth. Improvements should be coordinated with INDOT planning and investment along these corridors.

Chicago Street Corridor and West Side Intersection and Network Improvements

Several locations on the west side of Michigan City were identified as having confusing roadway geometry, offset intersections, visibility challenges, and operational concerns. Particular attention was given to the Chicago Street, Ohio Street, 8th Street, 9th Street, and Coolspring Avenue area.

Future efforts could evaluate roadway realignments, intersection simplification, and the potential closure or repurposing of Chicago Street to improve safety, reduce driver confusion, and create a more intuitive street network.

US 12 East-West Gateway Speed and Safety Study

In addition to the specific projects identified in the recommended prioritized projects list, the East-West US 12 corridor that serves as a gateway to Michigan city at its western boundary and ending downtown presents an opportunity for a focused speed-management and corridor-safety study. The corridor serves local neighborhoods and important civic, recreational, and tourism destinations, but speeding and the roadway's physical scale can make the segment uncomfortable or difficult to navigate. The available crash and speed data may understate the problem because drivers avoid this section rather than travel through it, due to safety concerns.

A speed and safety study should supplement reported crash data with speed observations, traffic-volume and turning-movement information, field review, public input, near-miss and conflict observations where feasible, and an assessment of how roadway design influences route choice. The study could evaluate speed-management treatments, lane and pavement-marking consistency, pedestrian and bicycle crossings, sidewalk and trail connections, lighting, access points, signage, and opportunities to better distinguish the civic and park-oriented character of the corridor. Recommendations should seek to reduce operating speeds and improve comfort and predictability without compromising necessary access for residents, emergency responders, visitors, and freight.

The US 12 East-West Speed and Safety Study project would also help advance the regional objective of making US 12 a safer and more accessible connection to the lakefront and Indiana Dunes National Park and could provide a safety foundation for future scenic-highway planning. Because US 12 is a state route, coordination with INDOT and other regional and park partners would be necessary.

Downtown US 12 to Washington Park Connectivity, Safety, and Wayfinding Study

This opportunity project would evaluate multimodal connectivity between downtown Michigan City and Washington Park. The study would combine transportation safety and connectivity analysis with wayfinding and economic-development considerations. It should examine how people walking, bicycling, driving, and visiting the area move between downtown destinations, US 12, Washington Park, the lakefront, and the bridge; where crossings or sidewalks are missing or difficult to use; and how roadway design, signage, lighting, streetscape elements, and intersection operations affect the experience.

Potential recommendations could include a connected wayfinding system, clearer approaches to downtown and Washington Park, enhanced pedestrian crossings, bicycle connections, gateway treatments, and coordinated streetscape improvements that reinforce downtown investment and visitor access.

The study would also support broader regional efforts to evaluate US 12 as a scenic highway by documenting how safety, access, wayfinding, and placemaking improvements can strengthen the corridor's role as a connection between downtown Michigan City, Washington Park, the lakefront, and Indiana Dunes National Park. Coordination with the City, INDOT, the Northwest Indiana Regional Development Authority, NIRPC, park partners, downtown stakeholders, and nearby property owners would be necessary.

US 20 to I-94 Development Area Safety and Access Planning

The area between US 20 and I-94, toward the outer city boundary is expected to experience infill and induced development as regional growth and improved access continue to influence land use and travel patterns. This opportunity project would establish a proactive transportation safety and access framework for the area before new development patterns become difficult or costly to retrofit.

The effort should coordinate land use, subdivision, access management, roadway design, and multimodal connections so that new development supports safe and predictable travel for motorists, pedestrians, bicyclists, and other roadway users. Particular attention should be given to connecting development sites to the existing street network, limiting unnecessary conflict points, providing safe crossings, and preserving opportunities for future sidewalks, bicycle facilities, and transit access.

The project could also define a consistent set of frontage, intersection, lighting, signage, and pavement-marking expectations for future development. Establishing these expectations early would help set developers up for success while allowing the City to align private investment with the Safe System Approach and broader transportation goals. Because the area includes regional facilities and potential connections to US 20 and I-94, implementation would require coordination with INDOT, LaPorte County, NIRPC, property owners, and prospective developers.

Safe Routes to Schools and Parks Program

Stakeholders and survey respondents identified concerns related to children and families walking to schools, parks, playgrounds, recreational facilities, and other community destinations. Several locations were identified where sidewalk gaps, crossing needs, speeding traffic, and limited accessibility create barriers to safe travel.

This program would focus on targeted pedestrian improvements, traffic calming, crossing enhancements, signage, accessibility upgrades, and safer routes around schools, parks, and other community destinations. Coordination with local school districts and recreation providers should be incorporated into program development.

Sidewalk and Trail Gap Elimination Initiative

Missing sidewalks and incomplete trail connections were among the most frequently identified concerns from stakeholders and survey respondents. Respondents specifically noted the lack of dedicated bicycle and pedestrian facilities in portions of the city and identified challenges at higher-traffic crossings and railroad crossings.

The sidewalk and trail gap elimination initiative would establish a systematic process for

identifying, prioritizing, and addressing critical sidewalk and trail gaps, with emphasis on connections to schools, parks, transit stops, employment centers, commercial areas, and other community destinations.

Residential Speed Management Program

Speeding was one of the most consistently identified safety concerns throughout the planning process. Survey respondents frequently reported speeding and failure to stop at stop signs and crosswalks, while multiple comments called for stronger enforcement and traffic-calming measures.

This program would establish a citywide approach to responding to speeding concerns through speed studies, targeted enforcement, neighborhood traffic-calming projects, gateway treatments, raised intersections, signage and pavement markings, speed feedback devices, and other context-appropriate strategies. The program could also establish a consistent process for residents to request and evaluate speed-management improvements.

Emergency Response and Public Safety Access Improvements

Emergency responders identified opportunities to improve transportation safety through enhanced emergency vehicle operations and roadway design. Potential improvements include signal preemption, improved access to emergency facilities, warning systems near fire stations, and infrastructure improvements that reduce conflicts between emergency vehicles and the traveling public. The City should coordinate these improvements with broader signal and roadway projects where feasible.

Drainage and Infrastructure Modernization Program

Drainage and roadway maintenance concerns can affect pavement condition, pedestrian accessibility, roadway operations, and long-term infrastructure performance. Future efforts should focus on identifying locations where drainage, pavement, sidewalk, and other infrastructure needs overlap and coordinating improvements where possible. Integrating drainage and maintenance needs into roadway and pedestrian projects can help maximize investments and reduce the need for repeated construction.

Traffic Control and Intersection Safety Education Program

Failure to stop at stop signs, failure to yield, red-light running, offset intersections, poor roadway geometry, and limited visibility were consistently identified by stakeholders and survey respondents. In addition, several locations with offset intersections, poor geometry, and limited visibility were highlighted as ongoing concerns.

This program would evaluate intersection controls, visibility improvements, signage, pavement markings, education campaigns, targeted enforcement, and systemic solutions for offset intersections and other geometric challenges throughout the city.

Elston Opportunity Hub

The Elston Opportunity Hub represents a significant investment in education, workforce development, and community services within Michigan City. Improvements to the surrounding public right-of-way will help create safe and accessible access for residents arriving on foot, by bicycle, by transit, or by vehicle. Planned and future improvements include sidewalks, curbs, lighting, landscaping, pedestrian amenities, and parking enhancements along Lafayette Street and Detroit Street, creating a safer and more welcoming gateway while strengthening connections between surrounding neighborhoods and community destinations.

6

Implementation

SAFETY TARGETS

Grounded in community priorities and the Safe System Approach, the Plan establishes a clear direction for reducing fatal and serious injury crashes throughout Michigan City. These targets are intended to maintain momentum, support accountability, and reinforce a culture of safety that protects all people using the transportation system, regardless of age, travel mode, or neighborhood. The Plan establishes a long-term goal of achieving zero fatalities and serious injuries by 2050.

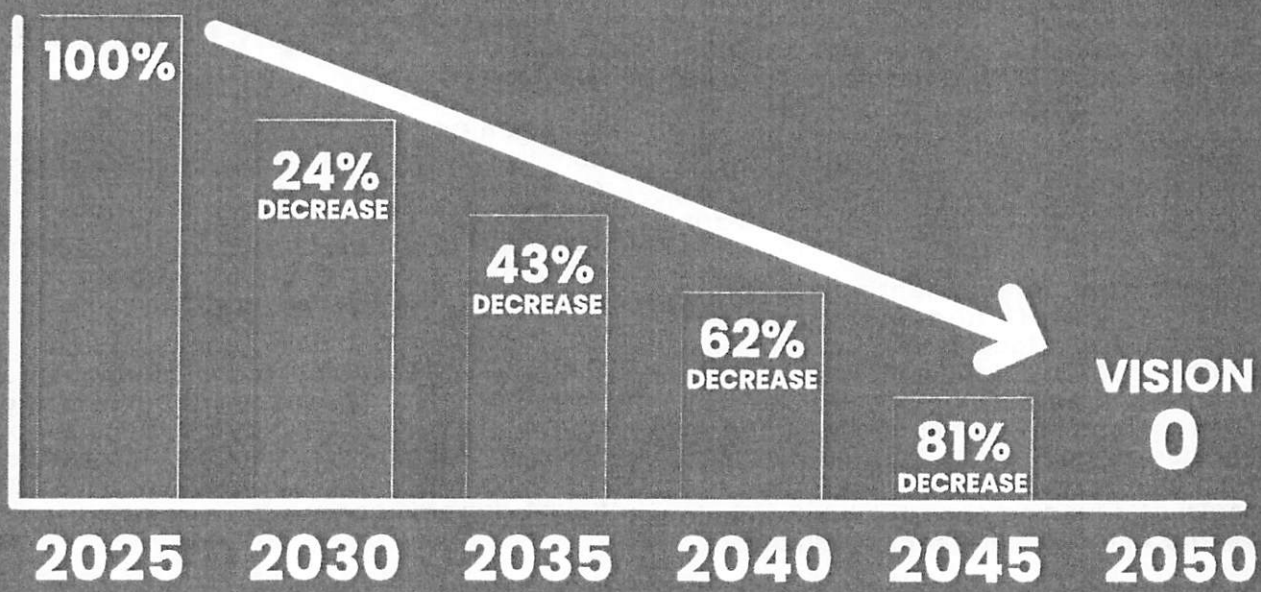
Achieving this goal will require sustained coordination, investment, and flexibility. Some strategies will require significant funding and long-term capital investment, while others can begin immediately using existing staff resources, partnerships, maintenance programs, and planning processes.

Progress will not necessarily occur at a steady pace. Michigan City can advance quickly on lower-cost policy, maintenance, education, and coordination actions while preparing larger projects for design, funding, and construction. Early actions and "quick wins" can demonstrate progress, address immediate concerns, and build support for longer-term improvements.

By acting on these priorities now, Michigan City can strengthen its ability to pursue funding, advance priority corridors and opportunity projects, and build lasting community support for safer streets.



Decrease in Fatal and Serious Injury Crashes



Implementation Framework & Early Actions

Implementation of the Michigan City Safety Action Plan will require time, resources, and coordination, but meaningful progress can begin before major funding awards or construction projects are underway. Early actions provide opportunities to demonstrate momentum, strengthen partnerships, and establish the policies and processes needed to support long-term safety improvements.

Many of these actions build on programs and practices already underway in Michigan City. The City can begin with relatively low-cost policy, coordination, planning, maintenance, and outreach efforts while developing larger projects for future implementation.

The following early actions provide a foundation for continuous improvement and help translate the Safety Action Plan into an ongoing program of implementation.

Continue and Expand the Safety Committee

The Safety Committee can serve as a central forum for coordinating implementation, reviewing progress, and maintaining accountability. Continuing regular coordination will help keep transportation safety a standing priority as projects, policies, and funding opportunities move forward.

The Committee should continue to bring together City staff and other partners involved in transportation safety and consider expanded coordination with schools, law enforcement, emergency responders, transit providers, community organizations, and other stakeholders as appropriate. Regular discussion of crash trends, priority projects, community concerns, and funding opportunities can help align efforts across agencies and organizations.



Adopt a Complete Streets Policy

Michigan City should adopt a formal, context-sensitive Complete Streets policy that establishes a consistent expectation that transportation projects consider the needs of all users. The policy should apply to projects under City control, including new construction, reconstruction, resurfacing, maintenance, and operations.

A Complete Streets policy can build upon the City's existing sidewalk, nonmotorized pathway, development review, and transportation planning practices while creating a more consistent framework for considering pedestrian, bicycle, transit, accessibility, motor vehicle, freight, and emergency response needs.

Expand Safety Education and Outreach

Michigan City can build on existing education efforts by developing a more coordinated transportation safety campaign. Messaging should reflect the safety concerns identified through the planning process, including speeding, distracted driving, failure to yield, failure to stop, pedestrian and bicycle visibility, school-zone safety, and railroad-crossing safety.

Education can be coordinated with targeted enforcement and engineering improvements so that community messaging reinforces changes being made to the transportation system.

Establish a Residential Speed Management Program

Speeding was one of the most common concerns identified through stakeholder and community input. Michigan City should establish a formal process for residents and neighborhoods to request traffic-calming or speed-management improvements.

The program could include speed studies, objective evaluation criteria, a toolbox of treatments, prioritization based on safety needs and available funding, and before-and-after monitoring. Potential treatments could include speed feedback signs, raised intersections, gateway treatments, pavement markings, neighborhood design improvements, and other context-sensitive measures.



Prioritize Sidewalk and Trail Gap Elimination

The City can begin developing an ongoing program to identify and prioritize missing sidewalks, trail connections, curb ramps, and other pedestrian infrastructure gaps. Priority should be given to gaps that affect access to schools, parks, transit stops, employment centers, commercial areas, and other community destinations.

This effort should support the broader goal of establishing a connected north-south active transportation network while also addressing smaller gaps that can be completed through routine capital projects, maintenance activities, and development opportunities.

Strengthen Development Review and Design Standards

Michigan City can build on its existing development and subdivision requirements by incorporating additional safety, accessibility, and connectivity considerations. Updates could address pedestrian connections, bicycle facilities, access management, driveway placement, internal circulation, future trail connections, transit access, and connections between adjacent developments.

Updating these standards provides a long-term opportunity to improve the transportation network incrementally as redevelopment occurs without requiring every improvement to be completed through a standalone capital project.

Coordinate Drainage and Transportation Improvements

Drainage concerns identified throughout the planning process provide an opportunity to coordinate transportation safety and infrastructure investments. Roadway reconstruction, sidewalk improvements, bicycle projects, and drainage upgrades should be considered together where feasible.

Performance Management, Reporting, & Monitoring

PERFORMANCE METRICS

As Michigan City moves from planning into implementation, performance monitoring will help track progress, identify emerging concerns, and communicate results to the community. A simple, repeatable framework can help the City understand which strategies are producing results and where additional attention is needed

Performance monitoring should build on the Safety Action Plan's data-driven approach and continue to track crash trends, high-risk locations, vulnerable road user conditions, speed concerns, infrastructure improvements, and project implementation. Key measures should focus on crash outcomes, project delivery, infrastructure improvements, speed management, and implementation efforts

Annual Report Card

An annual safety report card should provide the community with a concise summary of transportation safety progress. Charts, maps, tables, and other graphics can highlight changes in crash trends, project implementation, infrastructure improvements, and progress toward Safety Action Plan goals. The report can also identify upcoming priorities and opportunities for community involvement.

Five-Year Detailed Report

Every five years, Michigan City should complete a comprehensive review of the Safety Action Plan. The review should examine crash trends, progress on priority projects and policy recommendations, changes in transportation conditions, community concerns, and the effectiveness of implemented strategies. Making the review public will support transparency and allow the City to update its implementation strategy as conditions and funding opportunities change.

Performance Metric	Measurement
Crash Data	
Number of fatal crashes	Quantity
Number of serious injury crashes	Quantity
Number of speed-related crashes by severity level	Quantity
Number of work zone-related crashes by severity level	Quantity
Percent reduction/increase on high-injury network (HIN)	Calculated
Projects and Strategies	
Number of safety projects completed	Quantity
Status of implementation actions	Quantity
Infrastructure	
Miles of shared use paths installed	Length
Miles of sidewalks installed	Length
Percent of roadway network with posted speed limits under 30 MPH	Calculated
Number of ADA ramp improvements	Quantity

SAFETY TOOLKIT OVERVIEW

The Michigan City Safety Toolkit provides a menu of potential safety countermeasures that can be applied throughout the City's transportation network. The Toolkit serves as a practical companion to the Safety Action Plan, helping City staff, partner agencies, and other stakeholders move from identified safety concerns toward implementable solutions.

The Toolkit supports data-informed decision-making by pairing proven safety strategies with guidance on where and how they may be appropriate in Michigan City. It can be used alongside the prioritized corridors, opportunity projects, and future project development efforts to identify treatments that respond to specific safety concerns.

For each safety countermeasure, the Toolkit provides:

Purpose and Description: A clear explanation of the countermeasure and the safety issue it is intended to address.

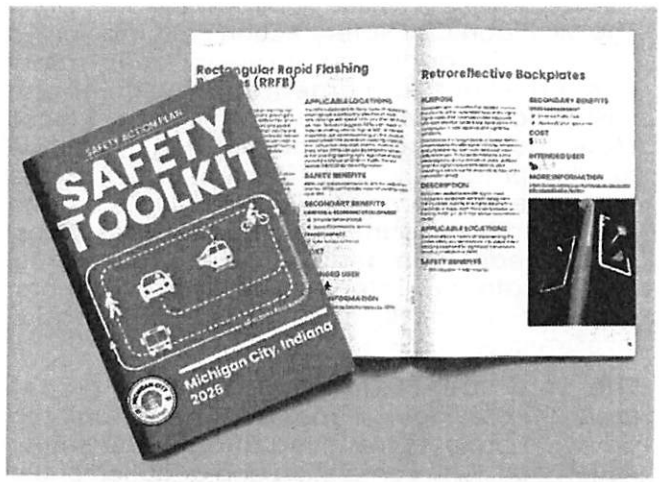
Appropriate Locations: Guidance on the roadway, intersection, land use, or user context where the treatment may be most appropriate.

Safety Benefits: Information on how the treatment can reduce conflicts, lower speeds, improve visibility, or otherwise reduce crash risk.

Secondary Benefits: Additional benefits that may result, including improved accessibility, connectivity, comfort, mobility, or neighborhood quality.

Cost Estimates: General information on the relative cost of implementation to support project development and budgeting.

Targeted Primary Users: Identification of the people or travel modes that may benefit most from the treatment.



Implementation Considerations: Information about design, phasing, maintenance, coordination, and other factors that may affect implementation

Example Applications: Real-world examples or applications that demonstrate how similar strategies have been implemented.

The Toolkit should remain a living resource that can be updated as new information, technologies, and best practices become available. It provides a flexible resource for selecting strategies that fit Michigan City's varied urban, neighborhood, commercial, industrial, and regional roadway contexts.

For the full menu of countermeasures and detailed guidance, see the Appendix: Michigan City Safety Toolkit.

Funding Opportunities

The Michigan City Safety Action Plan provides a roadmap for addressing transportation safety concerns, but implementation will require sustained investment and strategic use of local, state, federal, and regional funding. No single funding program will be sufficient to deliver the full range of recommended improvements. The City's priorities span maintenance, operations, policy, pedestrian and bicycle improvements, traffic calming, intersection improvements, corridor projects, and larger multimodal investments.

The Safe Streets and Roads for All (SS4A) program provides an important opportunity to advance projects identified through the Safety Action Plan. With completion and adoption of the Plan, Michigan City will be positioned to pursue implementation funding for eligible projects and strategies identified through the planning process.

Other federal, state, and regional funding programs should also be evaluated based on the type, location, and eligibility of each project. Potential sources may include the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Community Crossings Matching Grant, and other programs supporting pedestrian, bicycle, transit, roadway, and safety improvements.

Coordination with INDOT will be particularly important for improvements located on state-maintained facilities. Several Michigan City priorities, including US 20 and US 421 access and mobility improvements, will require coordination among the City, INDOT, and other transportation partners. The City should also incorporate safety improvements into planned roadway, drainage, utility, maintenance, and capital improvement projects to maximize available resources.

The prioritized corridors and opportunity projects provide a strong starting point for funding efforts. Project-level crash data, community input, safety analysis, and documented needs from the Safety Action Plan can be incorporated directly into grant applications to demonstrate the need for investment.

Michigan City should also consider opportunities to bundle related projects and pursue funding for connected improvements. For example, sidewalk and trail gap projects can be combined with school and park safety improvements, while drainage and roadway reconstruction projects can incorporate pedestrian, bicycle, and accessibility improvements. This approach can stretch available resources and advance multiple Safety Action Plan goals through coordinated investments.

The implementation of the Safety Action Plan should therefore be viewed as an ongoing process rather than a single funding cycle. By combining local resources with state, federal, regional, and partner investments, Michigan City can advance near-term safety improvements while building toward larger projects and the Plan's long-term goal of eliminating fatal and serious injury crashes.

Michigan City, Indiana
2026

FILED
OCT 0 6 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

MICHIGAN CITY COMMON COUNCIL

RESOLUTION NO. _____

APPROVING THE SUBMISSION OF THE APPLICATION FOR THE 2027-1 COMMUNITY CROSSING MATCHING GRANT PROGRAM WITH THE INDIANA DEPARTMENT OF TRANSPORTATION & SUPPORTING THE LOCAL MATCH FOR SAID GRANT

WHEREAS, pursuant to Sec. 2-325 of the Michigan City Municipal Code, the Michigan City Common Council must pre-approve all grant applications requiring a local match; and

WHEREAS, the City of Michigan City, Indiana intends to submit a grant application seeking funding through the Indiana Department of Transportation for the Community Crossings Matching Grant Program 2027-1; and

WHEREAS, the City of Michigan City will be requesting up to $1,000,000 in grant funds for various street paving projects that will require a dollar-for-dollar match; and

WHEREAS, pursuant to Sec. 2-325, the City Controller has provided the following information pertaining to the Grant:

1. **Name of grantor and grant title:** Indiana Department of Transportation – Community Crossings Matching Grant Program.
2. **Why it is beneficial to the City to apply for this grant:** This grant will allow the City to double the budget for street paving.
3. **The purpose of the grant and the proposed use of grant funds:** This grant will be used to pave streets in the worst condition as determined by the Engineer assisting the City based on the PASER report.
4. **The person who will be responsible for managing the grant for the City:** Tamiko Smith, City Controller & Ann Shaffer, Assistant City Controller.
5. **All relevant time frames and schedule, including any deadlines for submitting the application and closing out the grant:**
    a. The application process opens at 8:00 a.m. (ET), September 1, 2026.
    b. The deadline to submit the application is 5:00 p.m. (ET), September 30, 2026.
6. **The amount of any required or proposed City monetary match or voluntary contribution and the proposed source for the matching funds and contributions:**
    c. Cities with a population of greater than 10,000 will receive funds using a 50/50% match.
    d. The max amount eligible to receive is $1,000,000.
    e. The matching funds are budgeted as follows: $650,000.00 in the 2027 MVH Restricted Fund, $350,000 in Wheel Tax Fund.
7. **The description of the types and sources of any in-kind match or contribution:** NA
8. **Whether the Controller wishes to have a new, separate fund created for the grant**: No, the Controller does not wish to have a new, separate fund created for the Grant. A separate grant fund has previously been established and this Grant will run through that existing fund.

WHEREAS, all relevant information required by Sec. 2-325 is attached hereto and incorporated herein as **Exhibit A**-Notice of Application for Grant.

NOW, THEREFORE BE IT RESOLVED BY THE MICHIGAN CITY, INDIANA COMMON COUNCIL AS FOLLOWS:

1. The aforementioned "Whereas" sections are incorporated herein as if fully set forth herein.
2. The Michigan City Common Council approves the submission of the 2027-1 Community Crossings Matching Grant Application and supports and commits to funding the local match for

said Grant from the 2027 MVH Restricted fund and from the 2027 Wheel Tax fund in an amount not to exceed $1,000,000.

This Resolution shall be in full force and effect after passage by the Michigan City Common Council and approval by the Mayor.

INTRODUCED BY: _____
Tim Bietry, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana this _____ day of _____, 2026.

_____
Tracie Tillman, President
Michigan City Common Council

Approved/Vetoed (*circle action taken*) by me, this _____ day of _____, 2026.

_____
Angie Nelson Deuitch, Mayor
Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel Upon Request

FILED
OCT 06 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

NOTICE OF APPLICATION FOR A GRANT

Application is to be submitted to the Office of the City Controller concurrently with entity's submission of application to federal funding agency but no later than 30 days after submission.

Submit This Form To:

Submission Information

Notice of Application Submitted by:
Date Grant Application Submitted to Federal Funding Agency:

Program Point of Contact

First Name: Marcia	Address: 315 E Boyd Blvd	
Last Name: Blansett	City: LaPorte	
Title: District Program Director	State: IN	Zip code: 46350
Phone Number:		
Email: mblansett@indot.in.gov		

Fiscal Point of Contact

First Name: Tamiko	Address: 100 E Michigan Blvd.	
Last Name: Smith	City: Michigan City	
Title: Controller	State: IN	Zip code:46360
Phone Number: 219-873-1404 ext 2008		
Email: tsmith@emichigancity.com		

Entity Information

Department: **Controller**
Division/Unit: **101**
Unique Entity ID: NDAWL3JMFAN5

Grant Program and Service Information
All grant program descriptions below should be derived from the original grant application.

Program Description or Purpose: Community Crossing 2027-1

EXHIBIT A

Expected Goals and Outcomes of Program: **Funding will permit Michigan City to double the amount for Street Paving**

Funding Source Information

Grant Name: Community Crossing Matching Grant Program
Funding Agency: INDOT
CFDA Number: NA
Federal Assistance Type: Formula ☐ Project (Competitive) ☒ Other ☐
Type of Grant: New ☒ Continuing ☐

Grant Budget and Financial Information

Estimated Funding – Federal (SF-424, 18a)	$ Up to $1,000,000
Estimated Funding – Applicant (SF-424, 18b)	$ up to $1,000,000
Estimated Funding – State (SF-424, 18c)	$ 0
Estimated Funding – Local (SF-424, 18d)	$ 0
Estimated Funding – Other (SF-424, 18e)	$ 0
Estimated Funding – Program Income (SF-424, 18f)	$ 0
Estimated Funding – TOTAL (SF-424, 18g)	$ up to $2,000.000

Local Match Requirement: Y ☒ N ☐	Total Local Match Required: up to$1,000,000
	Percentage of Award Required: 50%
	Date by which the match has to be met:
	Comments:
Sources of Match: Cash ☒ In Kind ☐ To be met by: ☐State Resource ☐Other Entity (i.e. subrecipient or 3rd party)	Appropriation Type: 2027 Budget
	Appropriation Number:2203 MVH Restricted
	Amount to be paid in current Fiscal Year: $650,000
Sources of Match: Cash ☒ In Kind ☐ To be met by: ☐State Resource ☐Other Entity (i.e. subrecipient or 3rd party)	Appropriation Type: 2027 Budget
	Appropriation Number: 2250 Wheel Tax
	Amount to be paid in current Fiscal Year: $350,000
Sources of Match: Cash ☐ In Kind ☐ To be met by: ☐State Resource ☐Non-state Resource (i.e. subrecipient or 3rd party)	Appropriation Type:
	Appropriation Numb
	Amount to be paid in current Fiscal Year: $

*****Include copy of application when submitting this form*****

EXHIBIT A

FILED
OCT 06 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

MICHIGAN CITY, INDIANA
OFFICE OF MAYOR ANGIE NELSON DEUITCH
Phone: 219.873.1400 Fax: 219.873.1515 | mayorangie@emichigancity.com

SUMMARY OF LOCATIONS

Location No.	Roadway from and to	Classification/PASER	Length (ft)
1	Lake Hills Rd. from Warren St. to Loran Rd.	Minor Arterial – 3	2,343
2	Sheridan Ave. from 10th St. to US Hwy 12	Major Collector/Local – 3	576
3	Lafayette St. from Tremont St. to Main St.	Minor Collector – 3	360
4	E. Homer St. from Franklin St. to Cleveland Ave.	Minor Collector – 4	3,326
5	Hendricks St. from E. Barker Ave. to E. Michigan Blvd	Local – 2	2,697
6	Jackson St. from Elk St. to E. Michigan Blvd.	Minor Collector – 3	658
7	Pleasant Ave. from Holliday St. N to Rose St.	Minor Arterial – 3	3,326
8	Earl Rd from Ohio St. to W. Coolspring Ave.	Minor Arterial – 2	250
9	E. Arthur St. from Franklin St. to Tilden Ave.	Minor Collector – 3	2,000
10	Maple St. from E. Coolspring Ave. to Harrison St.	Local – 4	831
11	Maple St. from Garrettson Ave. to Kenwood Pl. (W)	Local – 2	831
12	Kenwood Place from Maple St. to Boyd Circle	Local – 2	934
13	Jackson St. from E. Coolspring Ave. to Greenwood Ave.	Minor Collector – 3	2,677
14	Sunset Dr. from Golfview Rd. to E. Dead End	Local – 3	1,070
15	Woodsview St. from Golfview Rd. to E. Dead End	Local – 3	1,070
16	Hillcrest Rd. from Golfview Rd. to E. Dead End	Local – 3	1,070
		Total (ft)	24,019

MICHIGAN CITY COMMON COUNCIL

RESOLUTION NO. _____

A RESOLUTION OF THE COMMON COUNCIL OF MICHIGAN CITY, INDIANA CONDEMNING HATE SPEECH, RELIGIOUS BIGOTRY, AND THE TARGETING OF ANY COMMUNITY BASED UPON RELIGION, FAITH, RACE, NATIONAL ORIGIN, OR OTHER PROTECTED CHARACTERISTIC.

WHEREAS, the City of Michigan City is an Indiana Municipal Corporation, governed by its duly elected Mayor and the Michigan City Common Council (hereinafter sometimes referred to as the "Common Council" or "Council"); and

WHEREAS, the Michigan City Common Council recognizes that the City of Michigan City is a diverse community comprised of residents of differing faiths, religions, races, ethnicities, national origins, and backgrounds; and

WHEREAS, the Council is committed to fostering a community in which every person is treated with dignity, respect, and equality and is able to practice his or her faith without fear of discrimination, intimidation, harassment, or violence; and

WHEREAS, freedom of speech and freedom of religion are fundamental rights protected by the Constitution of the United States and the Constitution of the State of Indiana, and the Michigan City Common Council recognizes the importance of protecting those rights, including the right to express disagreement with religious beliefs and doctrines; and

WHEREAS, the exercise of constitutional freedoms, however, should not be used as a justification for governmental endorsement or normalization of hatred, religious bigotry, discrimination, or violence against individuals or communities; and

WHEREAS, the Council recognizes that statements made by individuals holding high public office can carry particular weight and can affect the sense of safety, belonging, and dignity experienced by members of communities who are targeted by such rhetoric; and

WHEREAS, the Council believes that elected officials and other public leaders have a special responsibility to promote civility, mutual respect, peaceful coexistence, and equal treatment of all people, particularly in a State and nation founded upon principles of religious liberty and equality before the law; and

WHEREAS, the Council believes that disagreement and debate are essential to a free society, but that disagreement should be expressed without demeaning, threatening, or dehumanizing individuals because of their identity; and

WHEREAS, the Council desires to make it clear that Michigan City will not stand for hate speech, religious bigotry, discrimination, intimidation, or violence directed against any member of its community.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Michigan City, LaPorte County, Indiana as follows:

1. The Common Council hereby unequivocally condemns hate speech, religious bigotry, discrimination, dehumanization, intimidation, and violence directed against any individual or community because of religion, faith, race, ethnicity, national origin, or other protected characteristic.

2. Nothing in this Resolution shall be construed to prohibit or restrict constitutionally protected speech, religious exercise, or political expression. Nothing in this Resolution

shall be construed as criticism of religious beliefs, doctrines, institutions, public officials, or governmental policies.

3. The Council calls upon elected officials, government leaders, religious leaders, community organizations, and residents throughout Indiana to reject rhetoric that divides communities on the basis of religion or other protected characteristics.

4. The Michigan City Common Council declares that Michigan City will not stand for hate. Michigan City will continue to welcome and respect people of all faiths and backgrounds and will work toward a community in which every resident can live, worship, work, raise a family, and participate in civil life without fear of religious hatred, discrimination, or violence.

This Resolution shall be in full force and effect after passage by the Michigan City Common Council and approval by the Mayor as required by law.

INTRODUCED BY: _____
Donald Przybylinkski, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana this ___ day of ___ _____ 2026.

_____
Tracie Tillman, President
Michigan City Common Council

Approved/Vetoed (*circle appropriate action*) by me, this___ day of September, 2026.

_____
Angie Nelson Deuitch, Mayor
Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Harris Law Firm, P.C., per request

MICHIGAN CITY COMMON COUNCIL

ORDINANCE NO. _____

ESTABLISHING A TEMPORARY MORATORIUM ON NEW DATA CENTER DEVELOPMENT AND CREATING SEC. 22-3 IN THE MICHIGAN CITY MUNICIPAL CODE

WHEREAS, the Common Council finds that the Michigan City Comprehensive Zoning Ordinance No.4120, as adopted on January 4, 2011, did not anticipate or consider data center projects and their impacts on the City's incorporated areas; and

WHEREAS, the Plan Commission is actively engaged in reviewing potential amendments to the Comprehensive Zoning Ordinance governing data center development with the assistance of a qualified subject matter expert; and

WHEREAS, the Common Council finds that allowing new data center development to proceed before completion of that review may be inconsistent with the City's future land use regulations and planning objectives; and

WHEREAS, the Common Council finds that a temporary moratorium is necessary to preserve the integrity of the planning process while permanent regulations are developed.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Michigan City, Indiana as follows:

SECTION 1: Sec. 22-3 is hereby created in the Michigan City Municipal Code and shall read as follows:

Sec. 22-3. Temporary Moratorium on New Data Center Development

(a). **PURPOSE.** The purpose of this Section is to temporarily suspend the approval of new data center development while the Plan Commission completes its review and recommends amendments to the Comprehensive Zoning Ordinance.

(b). **DEFINITIONS.** The following definitions shall apply to this Section:

Data Center is defined consistently with 42 U.S.C. § 17112 as follows:
Any facility that primarily contains electronic equipment used to process, store, and transmit digital information, which may be:

(A) A free-standing structure; or

(B) A facility within a larger structure, that uses environmental control equipment to maintain the proper conditions for the operation of electronic equipment.

(c). **MORATORIUM.** During the effective period of this Section, no application for the establishment of a new data center shall be approved, and no land use approval or permit authorizing the establishment of a new data center shall be issued by the City.

(d). **EXCEPTIONS**. This Section shall not apply to:

1. Existing lawful uses;
2. Routine maintenance, repair, or renovation of existing facilities; and
3. Development for which vested rights have been established under applicable Indiana law, with the exception of new data center development.
4. The current Google data center, including each of its two (2) phases.

(e). **DURATION/EFFECTIVE PERIOD**. This Section shall take effect upon passage as provided by law and shall automatically expire upon the effective date of amendments to the Comprehensive Zoning Ordinance establishing regulations governing data center development, unless repealed or extended by the Common Council, or by July 31, 2028.

SECTION 2: If any provision of this Ordinance is held invalid by a court of competent jurisdiction,

such invalidity shall not affect the remaining provisions, which shall remain in full force and effect.

This Ordinance shall be effective upon its passage by the Common Council and approval by the Mayor, or otherwise as provided by Indiana law.

INTRODUCED BY: _____
Dr. Vidya Kora, Member
Michigan City Common Council

_____
Bryant Dabney, Member
Michigan City Common Council

_____
Daisy Lee, Member
Michigan City Common Council

_____
Greg Coulter, Member
Michigan City Common Council

_____
Don Przybylinski, Member
Michigan City Common Council

_____
Tim Bietry, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana, this _____day of _____, 2026 by a vote of _____ to _____.

_____
Tracie Tillman, President
Michigan City Common Council

Approved/Vetoed (circle appropriate action) by me, this _____ day of _____ _____, 2026.

_____
Angie Nelson Deuitch, Mayor
City of Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, City Clerk
City of Michigan City, Indiana

Prepared by Harris Law Firm, P.C. upon Request

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

State Form 55865 (7-15)
Approved by the State Board of Accounts, 2015
Prescribed by the Department of Local Government Finance

Budget Form No. 4
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FILED
OCT 15 2026
GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

Ordinance / Resolution Number:

Be it ordained/resolved by the **MICHIGAN CITY CIVIL CITY** that for the expenses of **MICHIGAN CITY CIVIL CITY , LaPorte County** for the year ending December 31, **2027** the sums herein specified are hereby appropriated and ordered set apart out of the several funds herein named and for the purposes herein specified, subject to the laws governing the same. Such sums herein appropriated shall be held to include all expenditures authorized to be made during the year, unless otherwise expressly stipulated and provided for by law. In addition, for the purposes of raising revenue to meet the necessary expenses of **MICHIGAN CITY CIVIL CITY , LaPorte County**, the property tax levies and property tax rates as herein specified are included herein. Budget Form 4-B for all funds must be completed and submitted in the manner prescribed by the Department of Local Government Finance.

This ordinance/resolution shall be in full force and effect from and after its passage and approval by the **MICHIGAN CITY CIVIL CITY**.

Name of Adopting Entity / Fiscal Body	Type of Adopting Entity / Fiscal Body	Date of Adoption
Michigan City Common Council	Common Council and Mayor	10/20/2026

Estimated Maximum Property Tax Levy

The data below represents the current estimate of the maximum amount of property taxes that can be raised for funds that are subject to a maximum property tax levy.

Property Tax Max Levy Type	Estimated Maximum Property Tax Levy	Total Property Tax Levies	Status
Civil	$32,562,010	$33,198,691	Over Max By: $636,681

Funds

Property Tax Max Levy Type	Fund Code	Fund Name	Adopted Budget	Adopted Tax Levy	Adopted Tax Rate
Not Eligible	0005	CASINO/RIVERBOAT	$9,990,844	$0	$0.0000
Not Eligible	0061	RAINY DAY	$0	$0	$0.0000
Civil	0101	GENERAL	$33,512,034	$28,203,299	$2.1043
Not Eligible	0254	LOCAL INCOME TAX	$4,917,981	$0	$0.0000
Civil	0341	FIRE PENSION	$1,556,175	$0	$0.0000
Civil	0342	POLICE PENSION	$1,778,245	$0	$0.0000
Civil	0615	ANIMAL SHELTER	$3,500	$0	$0.0000
Not Eligible	0706	LOCAL ROAD & STREET	$579,332	$0	$0.0000
Civil	0708	MOTOR VEHICLE HIGHWAY	$3,418,511	$593,619	$0.0443
Civil	0990	CUMULATIVE CHANNEL MAINTENANCE	$1,800	$0	$0.0000

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Not Eligible	1151	CONTINUING EDUCATION	$39,250	$0	$0.0000
Civil	1301	PARK & RECREATION	$4,826,784	$3,241,927	$0.2419
Civil	1312	RECREATION	$66,499	$0	$0.0000
Civil	2102	AVIATION/AIRPORT	$342,716	$431,890	$0.0322
Civil	2120	CEMETERY	$1,046,600	$0	$0.0000
Not Eligible	2379	CUMULATIVE CAPITAL IMP (CIG TAX)	$50,000	$0	$0.0000
Civil	2391	CUMULATIVE CAPITAL DEVELOPMENT	$846,000	$727,956	$0.0543
Civil	2430	REDEVELOPMENT - GENERAL	$318,049	$0	$0.0000
			$63,294,320	**$33,198,691**	**2.4770**

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

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Home-Rule Funds (Not Reviewed by DLGF)		
Fund Code	**Fund Name**	**Adopted Budget**
9500	Boyd Development	$40,000
9501	Patriot Park	$2,000
9502	Senior Center	$18,011
9503	Golf	$1,563,688
9504	Park Concessions	$422,269
9505	Aviation Fuel	$323,500
9506	DEA Forfieture	$176,000
9507	LOIT Special Distribution	$0
9508	Promise Scholarship	$430,344
9509	Zoo Education Non Reverting Fund	$15,940
9510	Zoo Donation Fund	$100,000
9511	Opioid Non-Restricted	$110,491
9512	ARP Coronavirus Local Fiscal Recovery Funds	$0
9513	Local Income Tax - Public Safety	$5,259,144
9514	City Sponsored Special Events Fund	$202,910
9515	Cemetery Extension Fund	$90,000
9516	Opiod Restricted	$191,000
9517	2260 Building & Construction Fees Fund	$775,983
9518	2250 Wheel Tax	$500,000
9519	Tree Violations Fund	$150,000
9520	2521 Revolving Loan Fund	$200,000
9521	Permanent Sidewalk Repair Fund 2529	$200,000
9522	2409 Transit ARPA 2021 Section 5307	$153,917
		$10,925,197

Name		Signature
Gregory Coulter	Aye ☐ Nay ☐ Abstain ☐	
Daisy Lee	Aye ☐ Nay ☐ Abstain ☐	
Joseph Nelson	Aye ☐ Nay ☐ Abstain ☐	
Tim Bietry	Aye ☐ Nay ☐ Abstain ☐	

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

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Tracie Tillman	Aye ☐ Nay ☐ Abstain ☐	
Nancy Moldenhauer	Aye ☐ Nay ☐ Abstain ☐	
Bryant Dabney	Aye ☐ Nay ☐ Abstain ☐	
Donald Przybylinkski	Aye ☐ Nay ☐ Abstain ☐	
Vidya Kora	Aye ☐ Nay ☐ Abstain ☐	

ATTEST		
Name	**Title**	**Signature**
Tamiko Smith	Controller	

MAYOR ACTION (For City use only)			
Name		**Signature**	**Date**
Angie Nelson Deuitch	Approve ☐ Veto ☐		

In accordance with IC 6-1.1-17-16(k), we state our intent to isssue debt after December 1 and before January 1 Yes ☐ No ☐

In accordance with IC 6-1.1-17-16(k), we state our intent to file a shortfall appeal after December 1 and before December 31 Yes ☐ No ☐

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

FILED

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OCT 15 2026

GALE A. NEUBER
CITY CLERK
CITY OF MICHIGAN CITY

Ordinance / Resolution Number:

Be it ordained/resolved by the **MICHIGAN CITY CIVIL CITY** that for the expenses of **MICHIGAN CITY SANITARY , LaPorte County** for the year ending December 31, **2027** the sums herein specified are hereby appropriated and ordered set apart out of the several funds herein named and for the purposes herein specified, subject to the laws governing the same. Such sums herein appropriated shall be held to include all expenditures authorized to be made during the year, unless otherwise expressly stipulated and provided for by law. In addition, for the purposes of raising revenue to meet the necessary expenses of **MICHIGAN CITY SANITARY , LaPorte County**, the property tax levies and property tax rates as herein specified are included herein. Budget Form 4-B for all funds must be completed and submitted in the manner prescribed by the Department of Local Government Finance.

This ordinance/resolution shall be in full force and effect from and after its passage and approval by the **MICHIGAN CITY CIVIL CITY**.

Name of Adopting Entity / Fiscal Body	Type of Adopting Entity / Fiscal Body	Date of Adoption
Michigan City Civil City Council	Common Council and Mayor	10/20/2026

Estimated Maximum Property Tax Levy

The data below represents the current estimate of the maximum amount of property taxes that can be raised for funds that are subject to a maximum property tax levy.

Property Tax Max Levy Type	Estimated Maximum Property Tax Levy	Total Property Tax Levies	Status
Civil	$4,937,904	$5,036,662	Over Max By: $98,758

Funds

Property Tax Max Levy Type	Fund Code	Fund Name	Adopted Budget	Adopted Tax Levy	Adopted Tax Rate
Civil	6402	TRASH / SANITATION - OPERATING	$3,973,245	$4,323,944	$0.3125
Civil	8201	SPECIAL SANITARY GENERAL	$740,338	$712,718	$0.0515
			$4,713,583	**$5,036,662**	**0.3640**

Name		Signature
Gregory Coulter	Aye ☐ Nay ☐ Abstain ☐	
Daisy Lee	Aye ☐ Nay ☐ Abstain ☐	

ORDINANCE OR RESOLUTION FOR APPROPRIATIONS AND TAX RATES

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Joseph Nelson	Aye ☐ Nay ☐ Abstain ☐	
Tim Bietry	Aye ☐ Nay ☐ Abstain ☐	
Tracie Tillman	Aye ☐ Nay ☐ Abstain ☐	
Nancy Moldenhauer	Aye ☐ Nay ☐ Abstain ☐	
Bryant Dabney	Aye ☐ Nay ☐ Abstain ☐	
Donald Przybylinkski	Aye ☐ Nay ☐ Abstain ☐	
Vidya Kora	Aye ☐ Nay ☐ Abstain ☐	

ATTEST		
Name	**Title**	**Signature**
Tamiko Smith	Controller	

MAYOR ACTION (For City use only)			
Name		**Signature**	**Date**
Angie Nelson Deuitch	Approve ☐ Veto ☐		

In accordance with IC 6-1.1-17-16(k), we state our intent to isssue debt after December 1 and before January 1 Yes ☐ No ☐

In accordance with IC 6-1.1-17-16(k), we state our intent to file a shortfall appeal after December 1 and before December 31 Yes ☐ No ☐

MICHIGAN CITY COMMON COUNCIL
ORDINANCE NO. _____

AN ORDINANCE SETTING SALARIES AND WAGES FOR APPOINTED OFFICIALS AND EMPLOYEES OF THE CITY OF MICHIGAN CITY, INDIANA, FOR THE CALENDAR YEAR 2027

WHEREAS, the Mayor must set the salaries and wages of appointed officials and employees of the City of Michigan City; and

WHEREAS, the Common Council of the City of Michigan City must, pursuant to IC 36-4-7-3, set other said salaries and wages by ordinance; and

WHEREAS, pursuant to IC 36-4-7-3, the Common Council of the City of Michigan City may by ordinance reduce, but may not increase, any salaries and wages set by the Mayor.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Michigan City, LaPorte County, Indiana, that:

Section 1. The salary and wage ranges for appointed officials and employees for the year 2027 shall be as set forth as follows: (Positions covered by collective bargaining agreements are marked with *)
(FT- means full-time; PT- means part-time)

City Employees-Departments	Min. Hourly	Max. Hourly	Min. Salary	Max. Salary
Controller's Office:				
Controller			$75,019.07	$84,252.80
Assistant Controller			$68,080.80	$76,460.53
2nd Assistant Controller			$64,028.65	$71,909.62
Grant Administrator			$52,500.00	$60,000.00
Accounts Payable/Receivable Administrator	$21.83	$25.60		
Accounts Payable/Receivable Specialist*	$19.68	$23.08		
Clerk's Office:				
Deputy Clerk			$55,136.64	$60,708.96
Mayor's Office:				
City Administrator			$56,000.00	$66,202.59
Education & Workforce Development Director			$66,061.32	$74,192.48
Special Events Planner			$58,947.08	$75,555.00
Constituent Services Director			$62,000.00	$67,000.00
Special Events Assistant Director			$52,000.00	$56,000.00
Administrative Assistant II (PT)	$18.70	$21.94		
Office Manager (FT/PT)	$21.82	$25.60		
Municipal Intern	$17.00	$21.00		
Planning & Inspection:				
Planning Director (Executive II)			$73,320.00	$82,344.60
Zoning Specialist			$68,000.00	$76,000.00
Building Superintendent			$67,000.00	$74,520.00

Building Commissioner			$62,860.89	$72,000.00
Associate Planner			$55,136.64	$62,000.00
Code Enforcement Manager			$57,930.62	$65,061.02
Project & Development Coordinator			$52,500.00	$57,000.00
Administrative Assistant II	$18.70	$21.94		
Building Inspector (FT/PT)	$31.50	$36.95		
Code Enforcement Inspector	$23.55	$27.63		
CDBG Housing Specialist (PT)	$30.60	$36.23		
Permit Specialist #1	$21.15	$24.81		
Permit Specialist #2	$21.15	$24.81		
Human Resources:				
Human Resource Director (Executive II)			$79,900.00	$89,734.50
Assistant Human Resource Director			$64,028.65	$71,909.62
Payroll Administrator*	$21.83	$25.60		
Administrative Assistant III	$19.68	$23.08		
Central Maintenance/Services:				
Central Services Superintendent (Executive II)			$71,447.52	$80,241.65
Mechanic*	$26.24	$30.77		
Office Manager	$21.83	$25.60		
City Hall:				
Maintenance Foreman	$19.27	$22.60		
Custodian II (FT/PT)	$17.43	$20.34		
Attorney:				
Corporation Counsel			$100,993.57	$113,424.38
City Attorney			$55,136.64	$61,923.14
Office Manager	$21.83	$25.60		
MC Transit:				
MC Transit Director (Executive I)			$66,061.32	$74,192.48
Logistics Supervisor Transit	$24.00	$27.95		
Assistant Transit Director			$55,136.64	$61,923.14
Driver*	$21.60	$25.34		
Administrative Assistant II*	$18.70	$21.94		
Washer/Custodian*	$17.43	$20.34		
Engineering:				
City Engineer			$122,200.00	$137,241.00
Engineering Tech			$56,000.00	$61,000.00
Fire Department:				
Chief			$87,335.36	$98,085.04
Deputy Chief			$79,072.31	$88,804.94
Office Manager	$21.83	$25.61		
Seasonal Lifeguard	$24.32	$28.54		
Seasonal Assistant Head Lifeguard	$25.31	$29.69		
Seasonal Head Lifeguard	$26.28	$30.83		
Administrative Assistant I (part-time)	$16.83	$19.74		
Police Department:				

Chief			$87,833.66	$98,644.67
Deputy Chief			$79,540.62	$89,330.88
Office Manager	$21.83	$25.61		
Administrative Assistant II*	$18.70	$21.94		
Administrative Assistant III	$19.68	$23.08		
Maintenance Foreman*	$19.30	$22.60		
Custodian II*	$17.34	$20.34		
Animal Control Officer* (FT/PT)	$19.41	$23.81		
Social Worker			$57,791.31	$64,904.56
Crossing Guard	$11.00	$13.46		
Vector Control:				
Vector Control Officer			$55,136.64	$61,923.14
Vector Control Assistant Officer			$50,000.00	$58,760.00
Administrative Assistant II	$18.70	$21.94		
Laborer	$17.34	$20.34		
Seasonal Laborer	$14.00	$17.60		
Street Department:				
Street Department Director (Executive I)			$66,061.32	$74,192.48
Field Supervisor			$56,000.00	$62,000.00
Operator*	$23.54	$27.62		
Driver*	$21.60	$25.34		
Aviation:				
Airport Manager (Executive I)			$66,061.32	$74,192.48
Foreman Maintenance Supervisor	$19.27	$25.61		
Laborer (FT/PT)	$17.34	$20.34		
Seasonal Laborer	$14.00	$17.60		
Cemetery:				
Cemetery Superintendent (Executive I)			$66,061.32	$74,192.48
Cemetery Assistant Superintendent			$55,136.64	$61,923.14
Administrative Assistant II	$18.70	$21.94		
Working Foreman	$19.27	$22.60		
Mechanic	$19.27	$22.60		
Laborer/Driver	$17.34	$20.34		
Temporary/Seasonal Laborer	$14.00	$17.60		
Park Administration:				
Park Superintendent (Executive II)			$71,447.90	$80,242.07
Assistant Park Superintendent (Executive I)			$66,745.88	$74,961.31
Admin Director			$52,000.00	$61,547.21
Administrative Assistant II Payroll	$18.70	$21.94		
Administrative Assistant II Rec Program Coordinator	$18.70	$21.94		
Seasonal Parking Sticker Clerk	$14.00	$17.60		
Seasonal Parking Enforcement	$14.00	$17.60		
Seasonal Assistant Parking Enforcement Supervisor	$16.76	$18.63		
Seasonal Parking Enforcement Supervisor	$17.30	$19.67		
Park Recreation:				

Seasonal Day Camp Director	$17.00	$19.67		
Seasonal Day Camp Leader	$14.00	$17.60		
Seasonal Day Camp Supervisor	$15.00	$18.63		
Summer Intern	$14.00	$17.60		
Recreational Director (PT)	$19.00	$22.00		
Park Zoo:				
Zoo Director			$59,963.30	$67,343.88
Assistant Zoo Director	$23.55	$27.63		
Retail Manager	$23.55	$27.63		
Zookeeper I	$20.61	$24.18		
Craftsman	$20.21	$23.70		
Seasonal Admission Cashier I	$14.00	$17.60		
Seasonal Zookeeper/Laborer I	$14.00	$17.60		
Seasonal Zookeeper/Laborer II	$16.76	$18.11		
Seasonal Education Curator	$14.00	$17.60		
Seasonal Guest Services Attendant	$14.00	$17.60		
Seasonal Groundkeeper	$14.00	$17.60		
Seasonal Train Attendant/Operator	$14.00	$17.60		
Seasonal Aviary Attendant	$14.00	$17.60		
Seasonal Animal Health Care Manager	$20.00	$21.11		
Seasonal Dietician	$14.00	$17.60		
Park Maintenance:				
Maintenance Director			$57,930.62	$67,343.88
Operations Foreman	$22.74	$26.68		
Administration Foreman	$22.74	$26.68		
Craftsman	$20.21	$23.70		
Laborer	$19.27	$22.60		
Seasonal Custodian Laborer	$14.00	$17.60		
Seasonal General Laborer	$14.00	$17.60		
Seasonal Landscaping Laborer	$14.00	$17.60		
Seasonal Patriot Park Laborer	$14.00	$17.60		
Park Senior Center:				
Senior Center Director			$55,897.95	$62,778.15
Administrative Assistant I (part-time)	$18.51	$19.74		
Golf:				
PGA Professional Director of Golf Operations			$68,000.00	$77,382.81
Greens Superintendent			$68,000.00	$77,382.81
Assistant Greens Superintendent/Mechanic	$25.00	$30.00		
Assistant Greens Superintendent	$22.74	$27.95		
Golf Laborer	$19.27	$22.60		
Seasonal Assistant Golf Manager	$18.00	$19.00		
Seasonal Laborer	$14.00	$17.60		
Seasonal Shift Leader	$14.00	$17.60		
Seasonal Clerk	$14.00	$17.60		
Seasonal Cart Laborer	$14.00	$17.60		

Seasonal Cook/Server	$14.00	$17.60
Seasonal Beverage Cart Operator	$14.00	$17.60
Seasonal Ranger/Starter	$14.00	$17.60
Park Concessions:		
Seasonal Zoo Gift Shop Attendant/Office Assistant	$14.00	$17.60
Seasonal Concession Attendant	$14.00	$17.60

Section 2. The fringe benefit program provided by the City includes medical insurance, vacation pay, vacation bonus, participation in the Indiana Public Retirement System (INPRS), and sick leave, as defined in the City Employee Handbook for non-contract, full-time employees in the following departments: Mayor, Controller, Clerk, Engineer, Personnel, City Hall, Attorney, Planning & Inspection, Cemeteries, Police, Fire, Aviation, Human Rights, Central Services, Vector Control, Street, Transit, Central Maintenance, Park, Redevelopment and the Promise Scholarship Director. Also included in the fringe benefit program are the following: the City Engineer, who shall maintain a minimum of thirty (30) hours per week as well as serving on or attending the meetings of the Board of Public Works & Safety and Plan Commission; and the Corporation Counsel, who shall maintain thirty (30) hours per week, and the City Attorney, who shall maintain twenty (20) hours per week, representing City departments in grievances, participating in all contract negotiations, representing and attending the meetings of the Board of Public Works & Safety, and prosecuting ordinance violations.

Section 3. For the Animal Control Officer, the fringe benefit program provided by the City includes certification pay at the rate of $500 per year per certification with a maximum of three (3) certifications to be divided and included with the bi-weekly pay.

Section 4. For those employees employed with the City prior to January 1, 2026, the fringe benefit program is further defined as providing a longevity program for non-contract employees who have worked three (3) or more years in a full-time capacity, the financial increment shall be $650 for each three (3) years of service to a maximum of $5,200. For those employees employed with the City on and after January 1, 2026, the fringe benefit program providing a longevity program for non-contract employees who have worked three (3) or more years in full-time capacity, the financial increment shall be $450.00 for each three (3) years of service to a maximum of $3,600.00.

Section 5. Personnel who are subject to emergency calls outside of regular business hours will be provided with a City take-home vehicle. These include public safety personnel (Police and Fire) and one service employee per department per day when their service calls require tools that are carried in the vehicle (Animal Control, Vector Control, Parks & Recreation and Aviation).

Section 6. For Park Maintenance only, on-call pay shall be provided at an additional $2.00 per hour as defined in a Park Resolution and approved by the Park Board.

Section 7. Except for salaries included in Section 9 below, all salaries are annual and shall be paid in equal amounts on a bi-weekly basis over the number of bi-weekly periods in the calendar year. Set salaries are in effect for all payrolls issued in the calendar year governed by this ordinance.

Section 8. All salaries and fringe benefits for union workers are subject to the terms, conditions, and limitations specified in the respective labor contracts for the year governed by this ordinance.

Section 9. Members of the following boards and commissions shall receive compensation in the amounts listed for that board or commission, payable the following month. Annual Per Diem are the maximum amounts to be paid for that position, and the columns below in this Section depict if that position is paid monthly or paid per meeting attended. Council Members and Department Heads who serve on these bodies shall not receive the per diem.

	Annual Per Diem	Monthly
Board of Public Works & Safety:		
Member	$ 2,400.00	$ 200.00
Police Civil Service Commission:		
Member	$ 1,800.00	$ 150.00
Fire Merit Commission:		
Member	$ 1,800.00	$ 150.00
Fire Pension Board:		
Secretary	$ 2,400.00	$ 200.00
Police Pension Board:		
Secretary	$ 2,400.00	$ 200.00
Human Rights Commission:		
Secretary	$ 1,800.00	$ 150.00

The following Board/Commission members must attend the meeting to receive compensation.

	Annual Per Diem	Monthly Maximum /Meeting
Board of Cemetery Trustees:		
Member	$ 1,287.00	$ 107.25
Licensing Board:		
Member	$ 600.00	$ 50.00
Plan Commission:		
Member	$ 600.00	$ 50.00
Board of Zoning Appeals:		
Member	$ 600.00	$ 50.00
Human Rights Commission:		
Member	$ 600.00	$ 50.00
Social Status of African American Males Commission:		
Member	$ 600.00	$ 50.00
Commission for Women:		
Member	$ 600.00	$ 50.00
Tree Board:		
Member	$ 600.00	$ 50.00
Sustainability Commission:		
Member	$ 600.00	$ 50.00

Section 10. This ordinance shall be in full force and effect after passage by the Common Council and approval by the Mayor.

INTRODUCED BY: _____,

Bryant Dabney, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City this ____ day of _____, 2026.

_____
Tracie Tillman, President
Michigan City Common Council

Vetoed/Approved (circle action taken) by me this _____ day of _____, 2026.

_____
Angie Nelson Deuitch, Mayor
Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, City Clerk
Michigan City, Indiana

MICHIGAN CITY COMMON COUNCIL

ORDINANCE NO. _____

AN ORDINANCE SETTING THE ANNUAL SALARY FOR THE MAYOR

WHEREAS, pursuant to I.C. 36-4-7.2, the Michigan City Common Council is required by Indiana law to set the annual compensation of all elected City officers; and

WHEREAS, the Common Council now desires to establish the salary for the Mayor for 2027.

NOW, THEREFORE, BE IT ORDAINED BY THE MICHIGAN CITY COMMON COUNCIL, as follows:

Section 1. The Mayor of the City of Michigan City shall be paid an annual salary of $96,544.80 from the General Fund beginning January 1, 2027.

Section 2. The Mayor will be paid her annual salary based on the number of pays in that year divided by the number of scheduled pays for other employees. Said pays are to be issued at the same time as other pays. If the Mayor leaves her position, prior to the expiration of her tenure, she will be required to repay the City for any prepaid salary. When the salary is not evenly divisible by the number of pays in the year, the first payroll will be adjusted with the remaining payrolls made at the bi-weekly rate.

Section 3. The fringe benefit program provided by the City for the Mayor includes medical insurance, vacation pay, vacation bonus, participation in the Indiana Public Retirement System (INPRS), and sick leave, as defined in the City Employee Handbook for non-contract, full-time employees. In addition, the Mayor shall participate in the longevity program provided to non-contract employees and shall receive a financial increment of $650 for each three (3) years of continuous full-time service to a maximum of $5,200.

This Ordinance to be effective upon passage by the Council, approval by the Mayor, any necessary publication, and any necessary approval by the Indiana Department of Local Government Finance.

INTRODUCED BY: _____,
Bryant Dabney, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana, this _____day of _____, 2026 by a vote of _____ to _____.

_____
Tracie Tillman, President
Michigan City Common Council

Veto / Approved (*circle action taken*) by me, this _____ day of _____, 2026.

_____
Angie Nelson Deuitch, Mayor
City of Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel upon Request

MICHIGAN CITY COMMON COUNCIL

ORDINANCE NO. _____

AN ORDINANCE SETTING THE ANNUAL SALARY FOR THE CITY CLERK

WHEREAS, pursuant to I.C. 36-4-7.2, the Michigan City Common Council is required by Indiana law to set the annual compensation of all elected City officers; and

WHEREAS, the City Clerk has advised the Mayor that she does not desire an increase in her salary for the calendar year 2027;[1]

WHEREAS, the Common Council now desires to establish the salary of the City Clerk for 2027.

NOW, THEREFORE, BE IT ORDAINED BY THE MICHIGAN CITY COMMON COUNCIL, as follows:

Section 1. The City Clerk of the City of Michigan City shall be paid an annual salary of $76,252.73 from the General Fund beginning January 1, 2027. The General Fund is to be reimbursed $1,000.00 from the Sanitary District Operating Fund to offset the salary of the City Clerk.

Section 2. The City Clerk will be paid her annual salary based on the number of pays in that year divided by the number of scheduled pays for other employees. Said pays are to be issued at the same time as other pays. If the City Clerk leaves her position, prior to the expiration of her tenure, she is required to repay the City for any prepaid salary. When the salary is not evenly divisible by the number of pays in the year, the first payroll will be adjusted with the remaining payrolls made at the bi-weekly rate.

Section 3. The fringe benefit program provided by the City for the City Clerk includes medical insurance, vacation pay, vacation bonus, participation in the Indiana Public Retirement System (INPRS), and sick leave, as defined in the City Employee Handbook for non-contract, full-time employees. In addition, the City Clerk shall participate in the longevity program provided to non-contract employees and shall receive a financial increment of $650 for each three (3) years of continuous full-time service to a maximum of $5,200.

This Ordinance to be effective upon passage by the Council, approval by the Mayor, any necessary publication, and any necessary approval by the Indiana Department of Local Government Finance.

INTRODUCED BY: _____,
Bryant Dabney, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana, this _____day of _____, 2026 by a vote of _____ to _____.

_____
Tracie Tillman, President
Michigan City Common Council

Veto / Approved (*circle action taken*) by me, this _____ day of _____ _____, 2026.

_____
Angie Nelson Deuitch, Mayor
City of Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel upon Request

[1] Ordinance No. 4779 set forth the City Clerk's annual salary for 2026 at $76,252.73.

MICHIGAN CITY COMMON COUNCIL

ORDINANCE NO. _____

AN ORDINANCE SETTING THE ANNUAL SALARIES FOR THE COMMON COUNCIL MEMBERS

WHEREAS, pursuant to I.C. 36-4-7.2, the Michigan City Common Council is required by Indiana law to set the annual compensation of all elected City officers; and

WHEREAS, the Common Council now desires to set their annual compensation for 2027.

NOW, THEREFORE, BE IT ORDAINED BY THE MICHIGAN CITY COMMON COUNCIL, as follows:

Section 1. Each member of the Common Council of the City of Michigan City shall be paid an annual salary of $15,966.08 from the General Fund beginning January 1, 2027.

Section 2. Elected officials will be paid their annual salary based on the number of pays in that year divided by the number of scheduled pays for other employees. Said pays are to be issued at the same time as other pays. Elected officials leaving their position, prior to the expiration of their tenure, will be required to repay the City for any prepaid salary. When the salary is not evenly divisible by the number of pays in the year, the first payroll will be adjusted with the remaining payrolls made at the bi-weekly rate.

This Ordinance to be effective upon passage by the Council, approval by the Mayor, any necessary publication, and any necessary approval by the Indiana Department of Local Government Finance.

INTRODUCED BY: _____,
Bryant Dabney, Member
Michigan City Common Council

Passed by the Common Council of the City of Michigan City, Indiana, this _____day of _____, 2026 by a vote of _____ to _____.

_____
Tracie Tillman, President
Michigan City Common Council

Veto / Approved (*circle action taken*) by me, this _____ day of _____ _____, 2026.

_____
Angie Nelson Deuitch, Mayor
City of Michigan City, Indiana

ATTEST:

_____
Gale A. Neulieb, Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel upon Request