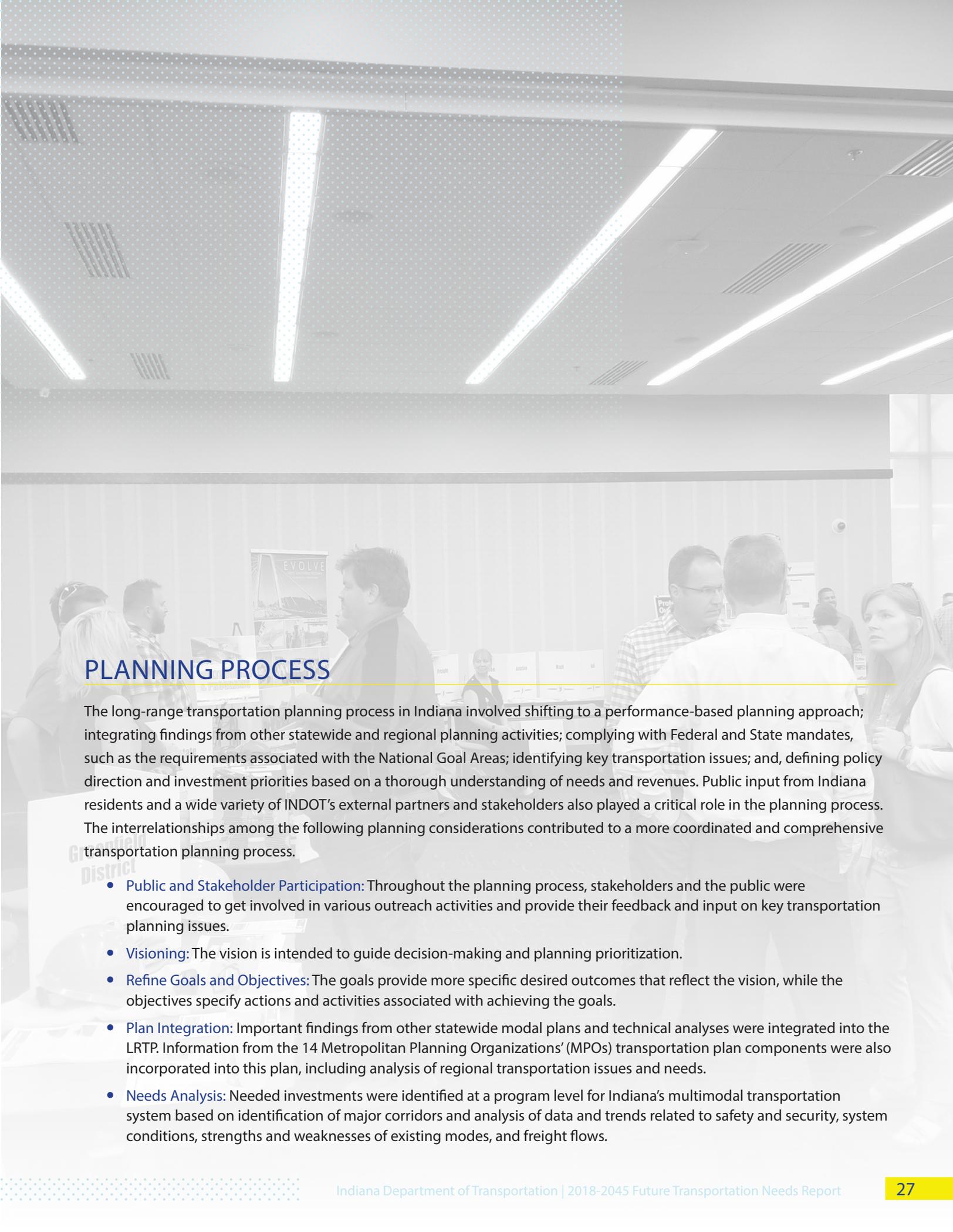




2

plan development

The development of the LRTP focuses on overall system performance and providing policy guidance on how to best invest in Indiana's transportation resources. INDOT's LRTP no longer has an emphasis on identifying specific projects—although, the LRTP does generally incorporate long-term committed projects and investment corridors. This chapter describes the development efforts of this planning document.

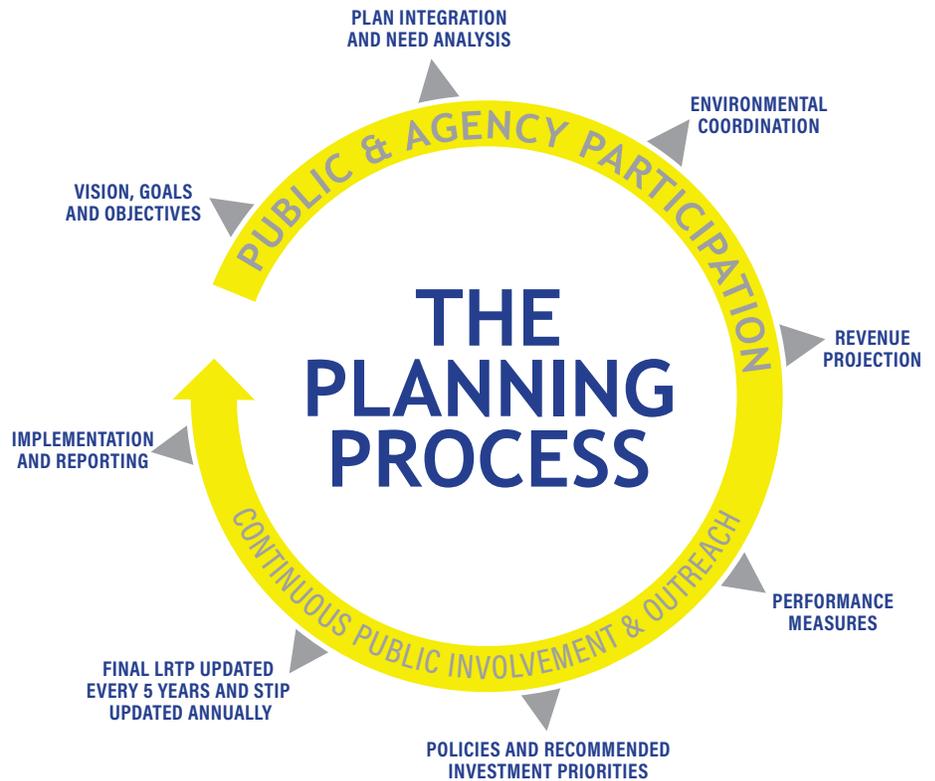


PLANNING PROCESS

The long-range transportation planning process in Indiana involved shifting to a performance-based planning approach; integrating findings from other statewide and regional planning activities; complying with Federal and State mandates, such as the requirements associated with the National Goal Areas; identifying key transportation issues; and, defining policy direction and investment priorities based on a thorough understanding of needs and revenues. Public input from Indiana residents and a wide variety of INDOT's external partners and stakeholders also played a critical role in the planning process. The interrelationships among the following planning considerations contributed to a more coordinated and comprehensive transportation planning process.

- **Public and Stakeholder Participation:** Throughout the planning process, stakeholders and the public were encouraged to get involved in various outreach activities and provide their feedback and input on key transportation planning issues.
- **Visioning:** The vision is intended to guide decision-making and planning prioritization.
- **Refine Goals and Objectives:** The goals provide more specific desired outcomes that reflect the vision, while the objectives specify actions and activities associated with achieving the goals.
- **Plan Integration:** Important findings from other statewide modal plans and technical analyses were integrated into the LRTP. Information from the 14 Metropolitan Planning Organizations' (MPOs) transportation plan components were also incorporated into this plan, including analysis of regional transportation issues and needs.
- **Needs Analysis:** Needed investments were identified at a program level for Indiana's multimodal transportation system based on identification of major corridors and analysis of data and trends related to safety and security, system conditions, strengths and weaknesses of existing modes, and freight flows.

- **Environmental Analysis:** Evaluation of environmental factors (e.g., accessibility, air, and water quality) and demographic, social, and economic trends.
- **Financial Outlook:** Revenues were projected to illustrate the amount of funding forecasted; this was compared to the future transportation needs identified in Indiana.
- **Performance Measures:** Success will be measured through meaningful performance measures consistent with Federal and State mandated planning factors. Performance measures use quantitative data to assess INDOT's effectiveness in meeting its goals.
- **Implementation:** Strategic actions and investment priorities were identified to address the goals and objectives. Plan policies and performance measures will be incorporated into ongoing programs and initiatives such as the annually-updated Statewide Transportation Improvement Program (STIP) and the Next Level Roads Plan to meet the LRTP goals and to support INDOT's vision. The development of the Next Level Roads Plan will bridge the gap between the LRTP and the five-year STIP.



PLANNING FACTORS

The FAST Act and MAP-21 are the federal legislations that outline the requirements for the transportation planning process. Both reinforce the ten planning factors, previously listed in Chapter 1, that states and MPOs should consider when developing their

LRTPs. The goals framework in Chapter 3 include key objectives and strategies that address all planning factors, including new planning factors for system resiliency and reliability, and travel and tourism. Additionally, each plan chapter includes discussions in support of the planning factors. Chapter 4 provides the background on existing transportation resources, traffic congestion, land use, mobility and vehicle miles traveled, and serious injury and fatality crashes. Chapter 5 details needed investments for achieving economic vitality, improving accessibility, enhancing connectivity, and maintaining infrastructure in good condition. Chapter 6 identifies specific strategies to protect the environment, improve quality of life, and environmental and social economic factors to consider during project development. Chapter 7 is devoted to the development of performance measures that track the condition and performance efficiency of the transportation system.

PUBLIC OUTREACH AND STAKEHOLDER PARTICIPATION

Public engagement in the development of the LRTP was a priority. Throughout the planning process, INDOT provided several opportunities for public input and feedback, such as hosting a telephone town hall and public meetings, utilizing social media feeds, and sponsoring a plan website. The overall goal was to reach a diverse audience of residents, businesses, and partner agencies, and to understand their perspectives on plan goals, transportation issues, feasibility of performance targets, and future recommended investments (e.g., preservation, modernization, and expansion).

Plan Website

INDOT set up a website, <https://www.in.gov/indot/3714.htm>, to provide regular updates on the plan's progression. The website content consisted of background information, overarching goals, project schedule information, FAQs, contact information, and announcements regarding future public meetings. The plan website was promoted through e-blasts and press releases to the media, as well as online through social media outlets.

Public Meetings

Public meetings served to provide opportunities for dialogue with INDOT staff and build momentum for the LRTP implementation. Display boards and other materials described project background and introduction, draft goals and objectives, performance measures, a brief inventory of existing transportation issues, and options for public involvement. Feedback was offered through verbal comments and written comment cards. Throughout June 2018, INDOT held meetings in Crawfordsville, Terre Haute, Columbus, Lawrenceburg, Indianapolis, and Yorktown on June 13, 14, 20, 21, 25, and 26, respectively.

On the evening of November 28, 2018, INDOT held its first interactive telephone town hall, which solicited participant

feedback via open question and answer segments. See page 100 in the Appendix for a summary of the feedback received. To listen to the townhall, click on the Town Hall Audio File link available on the INDOT LRTP website (<https://www.in.gov/indot/3714.htm>)

Another statewide round of public open houses were held during the Spring of 2019. Two meetings (one in rural, one in urban areas of the state) were held in each INDOT District, a total of 12 meetings. These included Indianapolis, Winchester, Fort Wayne, Rochester, Evansville, Paoli, Clinton, Nappanee, Hammond, Lafayette, Columbus and Lawrenceburg. These meeting were promoted through news releases, social media posts, and mailings (including emails). For examples of these promotions, refer to the Appendix at the end of the document.

Document Distribution

A 50-day public comment period was held following the availability of the draft 2018-2045 LRTP document. Between March 27 and May 18, 2019, the plan was available on the project website and at INDOT headquarters and district offices. A summary of public comments received and their responses is included in the Appendix on pages 109-114.