



3

goals & objectives

This chapter provides an overview of the vision, goals, and objectives adopted for the INDOT 2018-2045 LRTP.



VISION STATEMENT

The vision statement aims to describe the desired future for Indiana's transportation system and to explore issues and opportunities beyond traditional planning horizons. It provides strategic direction to plan, build, maintain and operate, and address the system's diverse needs. Decisions on future transportation investments should be made in the context of this long-term vision of sustainability and economic growth and development.

“Indiana’s transportation system will be safe, efficient, integrated, and serve as the foundation of the state’s economic vitality and quality of life and support for its residents and industries.”



POLICY GOALS AND OBJECTIVES

A key component of the LRTP is the establishment of goals that align with Indiana's transportation vision. The goals, identified herein, reflect key priorities for desired outcomes for the transportation system, as well as future challenges and opportunities. Supporting objectives are specific, measurable statements that support the achievement of goals, and play a key role in shaping investment and policy priorities.

The goals are not structured hierarchically and as such the achievement of one goal and its outcomes are as important as any other goal. The goals were developed through an iterative process that incorporated input from INDOT staff, MPOs and RPOs, FHWA, and other INDOT stakeholders (e.g., Conexus).

Safe & Secure Travel

Move Indiana toward zero deaths and reduction of serious injuries by applying proven strategies and enhancing the safety and security of our transportation system for all users.

- **Sharing Information:** Work closely with local, state, and federal agencies to improve information reporting on transportation and pedestrian crashes, safety risks, and safety trend analysis for the development of comprehensive strategies and solutions.
- **Work Zone Safety Enhancements:** Safe work zones for construction workers, enhance communication to travelers, enforcement, emergency response, educational media, and implementing work zone development best practices.
- **Address Complete Streets/ADA Needs:** Integrate sidewalks, curb ramps, cross-walks, pedestrian signals, bike facilities, transit amenities, and traffic calming strategies in identified areas to provide safe and accessible transportation connections and minimize pedestrian and vehicular crashes, injuries, and fatalities.
- **Targeted Safety Investments and Strategies:** Intersection improvements, railroad crossing enhancements, modernized traffic signals, signage, lighting, rumble stripes, and other solutions.
- **System Resiliency:** Reduce vulnerability to various threats and risks (e.g., severe weather, acts of terrorism, and cyber-attacks) and ensure redundancy and reliability to meet essential travel needs.
- **Implement the 4Es of Safety:** Education, enforcement, engineering, and emergency responses.
- **Support Safety Policies and Laws:** Distracted and impaired driving, law enforcement, yield to pedestrian crossing, and share the road and bike lane awareness.
- **Boost Security:** Coordinate communication needs with police, public safety, and security agencies, and emphasize enforcement practices and techniques with proven safety benefits.



System Preservation

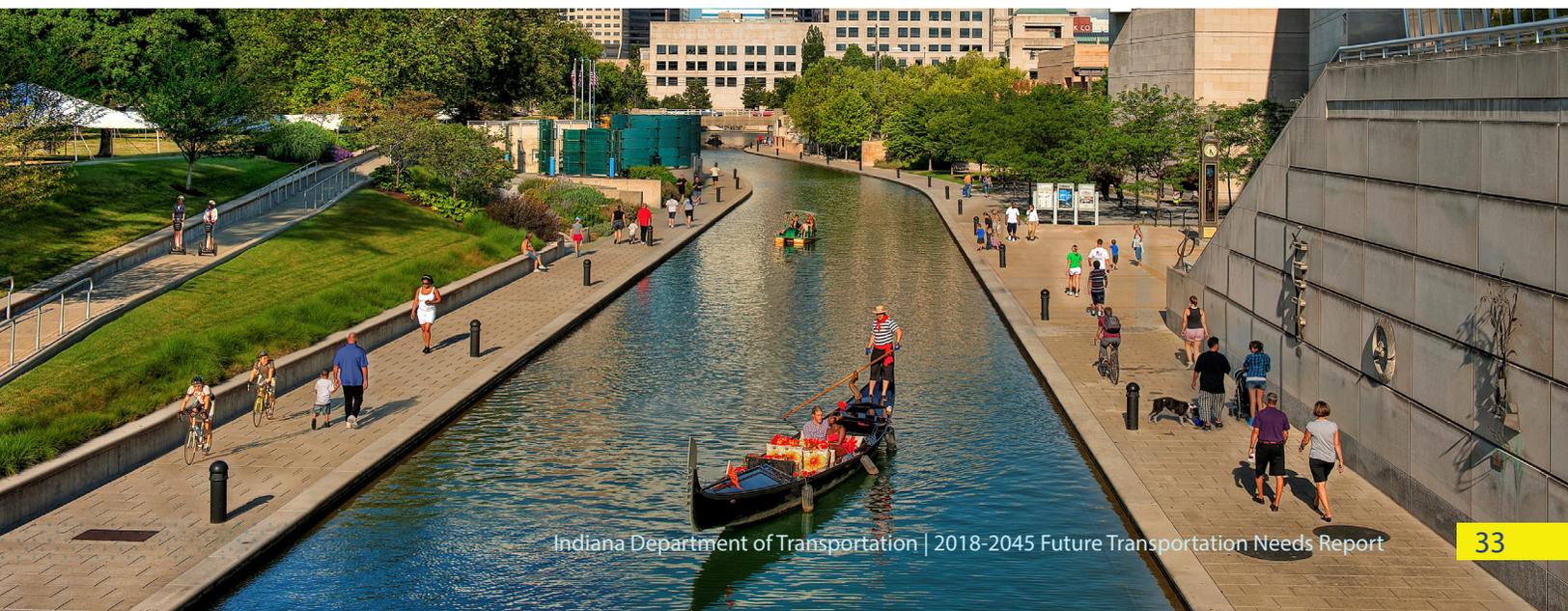
Going beyond taking care of what we have and maintain our multimodal transportation system and infrastructure in a state of good repair.

- **Roadway Asset Management:**
 - Maximize the useful life of transportation assets while considering system performance, costs and impacts to the state's economy, environment, and quality of life.
 - Incorporate asset management principles in capital, maintenance and operations decisions to better align ownership and operations of state transportation assets with statewide, regional, and local priorities.
 - Execute the 10-year Transportation Asset Management Plan and the 20-year Next Level Roads Plan to improve pavement and bridge quality, safety, and mobility.
- **Smart Growth and Transportation Demand Management:** Study regional smart growth initiatives (mixed land-use development) and demand management strategies such as congestion pricing for efficient use of existing transportation facilities, park and ride facilities, parking costs, ride sharing, time of travel, and telework programs in major metropolitan areas and impacts to transportation demand and physical infrastructure needs.
- **Local Corridor Consideration:** Work with locals and rural portions of Indiana to develop regional mobility plans and to determine local corridor improvements in an effort to minimize system added capacity and allow for more efficient use of local and INDOT roadway facilities.

Economic Competitiveness and Quality of Life

Enhance the competitiveness of Indiana's economy as the "Crossroads of America" through strategic multimodal transportation investments, reducing transportation costs, and the safe and efficient movement of people and goods.

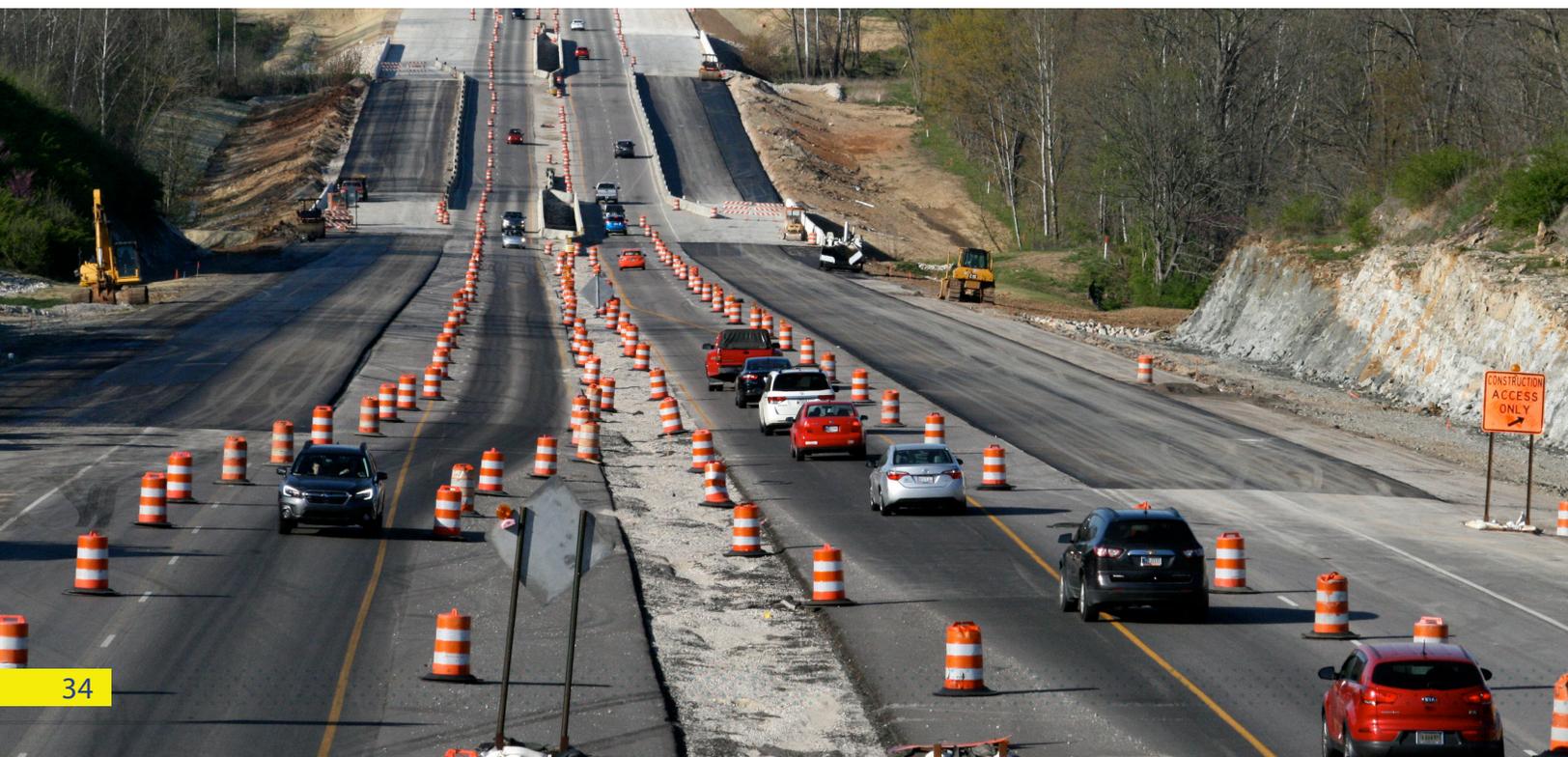
- **Transportation Connectivity and Accessibility:**
 - Provide urban and rural communities with an edge in competing for jobs and business locations; access to national and international trade markets; and connect people with economic opportunities.
 - Provide safe and efficient multimodal transportation access to diverse business, recreational, and cultural opportunities in Indiana.
 - Work with locals to ensure connectivity of regions and economic centers by various modes of travel.
- **Project Selection:** Consider economic benefits such as job creation, job access, and economic savings in project selection scoring and infrastructure investment decision-making.
- **Logistics Industry Coordination:** Coordinate infrastructure needs with freight carriers, freight forwarders, third-party logistics providers, and other stakeholders, including the MPOs, Conexus Indiana Logistics Council, Indiana Economic Development Corporation, and the Ports of Indiana.
- **Tourism Support:** Connect transportation to major tourism destinations and promote tourism benefits.



Multimodal Mobility

Maximize the performance of our transportation system, ensuring efficient movement of people, goods, and regional connectivity by enhancing access to different modes of transportation.

- **Enhance Multimodal Connections:**
 - Create incentives for more direct flights to national and international markets.
 - Establish a fourth water port in Southern Indiana.
 - Double track the South Shore Line to enhance travel between Northwest Indiana and the Chicago area.
 - Facilitate intermodal interface with Indiana's rail network in support of industrial development.
 - Incorporate non-motorized modes of travel (i.e., trails, bicycle facilities, and pedestrian paths) and public transportation (i.e., transit shelters, park-and-ride stations, bus bike racks, and bus ramps) into project development and prioritization.
- **Reduce Bottlenecks:** Monitor vehicle and freight probe data, and address the root cause of traffic bottlenecks (e.g., limited rail capacity, roadway geometry issues, lane-drops, weaving/interchange merging maneuvers, short-acceleration lanes, intersection turning movements, inconsistent highway designs, and traffic signal deficiencies).
- **Consider Non-Recurring Congestion Reducing Strategies:** Active transportation management, incident management services, and work zone management planning/implementation.
- **Consider Recurring Congestion Reducing Strategies:** Demand management strategy, congestion pricing, proactive use of managed lanes, added capacity improvements, intersection operations improvements, and access management options.
- **Freight Truck Mobility:** Link freight to transportation planning decisions, enhance access to truck parking, leverage intelligent transportation systems (ITS) for real-time truck parking availability, and use public private partnerships to develop new truck parking capacity.
- **Finish What We've Started:** Expand segments of I-70 and I-65 from four to six lanes, upgrade rural segments of US 31 (SR 26 to US 30) and US 30 (SR 149 to I-69) to interstate-like access, complete the new 26-mile north-south I-69 section 6, and complete the I-69 Ohio River Crossing.
- **Plan for the Future:** Support and develop regional mobility plans, use big data and prediction models to account for transformative technology, and respond to changes/shifts in demographics, land use, and industry trends.
- **Enhanced System Reliability:** Deploy strategic enhancements to Indiana's Statewide and Regional Mobility Corridors, including railroad grade separations and ITS technology investments (e.g., real-time traffic information and traffic signal timing).



Environmental Responsibility

Minimize the potential impacts of the transportation system on the natural and human environment.

- **Natural Hazards Mitigation:** Incorporate proactive extreme weather and natural disaster planning and infrastructure designs.
- **Practical Design Approach:** Use a collaborative decision-making approach that involves all stakeholders to develop transportation infrastructure that fits into its surroundings and preserves scenic, aesthetic, historic, and cultural needs while enhancing the overall transportation system.
- **Recycling and Waste Programs:** Support initiatives, operations, and construction program methods aimed at increasing recycled construction materials and reducing waste, energy usage, air pollution, and impacts to waterways.
- **Encourage Active Transportation:** Track commute mode shares and miles traveled by mode, support mixed-use development, consider complete streets designs, and look for opportunities to restripe urban roadways with bike lanes (if feasible).
- **Active Environmental Reviews:** Ensure all projects undergo timely and proper environmental reviews and follow the National Environmental Policy Act (NEPA) and State and Federal Statutes.
- **Environmental Justice:**
 - Improve public health and safety in transportation of people and goods.
 - Harmonize transportation policies and investments with environmental and socioeconomic issues.
 - Consider the interests and contributions of historically disadvantaged and disenfranchised communities, and provide opportunities for them to be involved in the decision-making process.
- **Smart Growth:** Encourage local smart growth initiatives to support efficient transportation for all modes, conserve energy, reduce motor-vehicle emissions, and future infrastructure needs.
- **Improved Quality of Life:** Partner and coordinate with Indiana Health Department, Department of Natural Resources, and Department of Energy to track health related impacts of transportation decisions and provide input on mitigation strategies to support more active life styles.

New Technology and Advancements

Develop and deploy advanced transportation technologies and embrace a broad-based, comprehensive research program to plan for the future.

- **New Online Platforms:** Consider the potential effects of new technology (e.g., grocery and restaurant delivery services, drone flyovers, integrated electronic payment, dynamic ride sharing programs, and guided public transit systems) in future transportation decision-making and system demands.
- **Big-data:** Evaluate and deploy the use of big-data throughout the INDOT process, including transportation planning, data collection, asset management, survey work, construction, system monitoring, crowd sourcing, and public outreach.
- **Unmanned Aerial Vehicles (UAVs):** Use of drones and UAVs for efficient non-intrusive asset inspections, field checks, and emergency response support to minimize disruptions and to enhance coordination and sharing of information.
- **Automated Transportation:** Consider and plan for potential impacts of autonomous, connected vehicles, and truck platooning technologies on safety, transportation demand, roadway design, infrastructure needs, human behavior, and policies.
- **Sharing of Information:** Work with auto and truck manufacturers to share data (e.g., traffic signal timing and vehicle information, such as speed, hard braking, acceleration, and wiper usage) for advanced roadway maintenance and improvements.

Strategic Policy Actions

Address multiple goal areas through key policy initiatives.

- **Performance Management:** Use of performance measures and targets to inform decision-making and show progress toward meeting national, statewide, regional and local goals.
- **Open Decision Making:** Make transportation system decisions through processes that are inclusive, engaging, and supported by data analysis and meaningful public input.
- **Integrating Operations:** Develop a regional operations plan and corridor operations plan to better focus cost-effective transportation systems management and operations solutions at the regional and corridor level.
- **Public-Private Partnerships:** Examine the potential for a public-private partnership to design and construct key multimodal projects and system maintenance.
- **Reduced Project Delivery Delays:** Reduce project costs and accelerate project completion through eliminating delays in project development and delivery.

CONSISTENCY WITH FEDERAL REQUIREMENTS

The goals and objectives herein, as adopted under this LRTP, support and reflect national transportation planning factors and goals, which ultimately help to prioritize projects and assess progress in implementing Indiana’s transportation vision.

National Goals

The Moving Ahead for Progress in the 21st Century (MAP-21) Act established National Goals in the areas of safety, pavement and bridge infrastructure, congestion reduction, system reliability, freight movement, environmental sustainability, and project delivery. These National Goals were carried forward into the Fixing America’s Surface Transportation (FAST) Act, which further requires INDOT and Indiana MPOs to have federally-funded transportation projects support National Goals.

National Goals

| GOAL AREA | NATIONAL GOAL |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Safety | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. |
| Infrastructure condition | To maintain the highway infrastructure asset system in a state of good repair. |
| Congestion reduction | To achieve a significant reduction in congestion on the national highway system. |
| System reliability | To improve the efficiency of the surface transportation system. |
| Freight movement and economic vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. |
| Environmental sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment. |
| Reduced project delivery delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices. |

Source: 23 U.S. Code § 150.

Federal Planning Factors

The goals and objectives are also consistent with the Federal Planning Factors listed in Chapter 1.

PAGE
INTENTIONALLY
LEFT BLANK