

Update land development policies and strategies to emphasize accessibility between people and opportunities.

| | |
|--|---|
| What is the performance measure? | All purpose average trip time |
| Why is the measure important? | NWI residents, employees, and visitors should be able to reach their destinations in an acceptable amount of time. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together |
| What data/analysis is needed? | Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey |
| What is happening today? | By Car: 18.9 min By Transit: 45.1 min |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | All levels of government, INDOT, transit agencies, NIRPC, residents, employers, developers |

Update land development policies and strategies to emphasize accessibility between people and opportunities.

| | |
|--|---|
| What is the performance measure? | Work purpose average trip time |
| Why is the measure important? | NWI employees should be able to reach their workplaces in an acceptable amount of time. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together |
| What data/analysis is needed? | Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey |
| What is happening today? | By Car: Work purpose average trip time: 25.6 min By Transit: Work purpose average trip time: 92.9 min |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | All levels of government, INDOT, transit agencies, NIRPC, residents, employers |

Update land development policies and strategies to emphasize accessibility between people and opportunities.

| | |
|--|---|
| What is the performance measure? | Retail/Service purpose average trip time |
| Why is the measure important? | NWI residents and visitors should be able to reach shopping destinations and run their errands in an acceptable amount of time. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together |
| What data/analysis is needed? | Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey |
| What is happening today? | By Car: 15.3 min By Transit: 65.2 min |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | All levels of government, INDOT, transit agencies, NIRPC, residents, employers, developers |

Update land development policies and strategies to emphasize accessibility between people and opportunities.

| | |
|--|---|
| What is the performance measure? | School purpose average trip time |
| Why is the measure important? | NWI residents should be able to pursue an education without unreasonable barriers like long travel times. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together |
| What data/analysis is needed? | Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey |
| What is happening today? | By Car: 15.2 min By Transit (including school bus): 27.8 min |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | All levels of government, INDOT, transit agencies, NIRPC, residents, and school districts |

Update land development policies and strategies to emphasize accessibility between people and opportunities.

What is the performance measure?

Medical care purpose average trip time

Why is the measure important?

NWI residents, employees, and visitors should be able to access medical care in an acceptable amount of time.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey

What is happening today?

By Car: 21.5 min
By Transit: 57.2 min

What is the targeted performance?

Decrease 

Who could help achieve the targets?

All levels of government, INDOT, transit agencies, NIRPC, residents, health care providers, developers

Update land development policies and strategies to emphasize accessibility between people and opportunities.

What is the performance measure?

Other purpose average trip time

Why is the measure important?

NWI residents, employees, and visitors should be able to reach social, recreational, and other destinations in an acceptable amount of time.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Number of trips in Household Travel Survey; Trip purposes in Household Travel Survey; and Trip times from Household Travel Survey

What is happening today?

By Car: 19.5 min
By Transit: 70.5 min

What is the targeted performance?

Decrease 

Who could help achieve the targets?

All levels of government, INDOT, transit agencies, NIRPC, residents, employers, tourism bureaus, National Park Service, DNR, developers

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

What is the performance measure?

Acres in managed lands

Why is the measure important?

NWI residents, employees, and visitors should be able to access natural areas and green spaces that are maintained and protected from future development.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Land Cover from USGS

What is happening today?

Acres in managed lands: 49,302

What is the targeted performance?

Increase



Who could help achieve the targets?

U.S. Department of the Interior, Indiana Department of Natural Resources, NIRPC, municipal and county governments, land trusts, residents, developers

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

What is the performance measure?

Acres in core habitat (40 + acres)

Why is the measure important?

Flora and fauna that thrive in NWI should be allowed the opportunity to continue thriving in large blocks of habitat unimpeded by development.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Land Cover from USGS

What is happening today?

Acres in core habitat: 228,767

What is the targeted performance?

Increase



Who could help achieve the targets?

U.S. Department of the Interior, Indiana Department of Natural Resources, NIRPC, municipal and county governments, land trusts, residents, developers

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

What is the performance measure?

Acres in secondary habitat

Why is the measure important?

Flora and fauna that thrive in NWI should be allowed the opportunity to continue thriving in medium blocks of habitat unimpeded by development.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Land cover from USGS

What is happening today?

Acres in secondary habitat: 33,648

What is the targeted performance?

Increase 

Who could help achieve the targets?

U.S. Department of the Interior, Indiana Department of Natural Resources, NIRPC, municipal and county governments, land trusts, residents, developers

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

What is the performance measure?

Percent urban tree canopy

Why is the measure important?

NWI residents, employees, and visitors should be able to experience nature and enjoy the many benefits that trees provide without having to leave already developed areas.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Urban tree canopy from USDA Forest Service

What is happening today?

Percent urban tree canopy: 17.1%

What is the targeted performance?

Increase 

Who could help achieve the targets?

Municipal and county governments, Indiana Department of Natural Resources, NIRPC, residents, employers, developers

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Percent of population within ¼-mile network distance to a trail or bicycle facility

Why is the measure important?

NWI residents closer to trails or bicycle facilities enjoy safer and more convenient access to destinations via nonmotorized travel, enjoy greater recreational opportunities, while making less impact on the environment.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Sidewalk, bicycle, and trail facilities from municipalities/counties and INDOT

What is happening today?

Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility: 13.7%

What is the targeted performance?

Increase



Who could help achieve the targets?

US Department of Transportation, Indiana Department of Natural Resources, INDOT, NIRPC, municipal and county governments, residents, employers, developers, bicycle coalitions

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Percent of population within ¼-mile network distance to a trail or bicycle facility crossing municipal/county jurisdictions

Why is the measure important?

NWI residents closer to trails or bicycle facilities that cross municipal boundaries enjoy safer and more convenient access to further away destinations via nonmotorized travel, enjoy greater recreational opportunities, while making less impact on the environment.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Sidewalk, bicycle, and trail facilities from municipalities/counties and INDOT

What is happening today?

Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility crossing municipal/county jurisdictions: 7.9%

What is the targeted performance?

Increase



Who could help achieve the targets?

US Department of Transportation, Indiana Department of Natural Resources, INDOT, NIRPC, municipal and county governments, residents, employers, developers, bicycle coalitions

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Number of people within fixed-route transit service areas (¼ mile for bus, ½ mile for commuter bus and commuter rail)

Why is the measure important?

NWI residents, workers, and visitors should be able to have more travel mode choices available to them on a convenient, day-to-day basis, including a fixed-route transit service.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Transit service data from transit operators

What is happening today?

Number of people served by transit service(s): 79,659

What is the targeted performance?

Increase



Who could help achieve the targets?

U.S. Department of Transportation, Transit Agencies, NIRPC, municipal and county governments, residents, developers

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Number of fatalities

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve to not have their lives endangered by the Region's road transportation system.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Crashes from ARIES crash database

What is happening today?

Number of fatalities: 90 annually

What is the targeted performance?

98 in 2019 in order to support the state target of 889.6

Who could help achieve the targets?

U.S. Department of Transportation, National Highway Traffic Safety Administration, INDOT, NIRPC, municipal and county governments, motorists, freight carriers, first responders

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure? **Rate of fatalities per 100 million vehicle miles traveled**

What is the performance measure? **Number of serious injuries**

Why is the measure important?
Federally required NWI residents, workers, and visitors deserve to not have their lives endangered by the Region's road transportation system.

Why is the measure important?
Federally required NWI residents, workers, and visitors deserve to not risk serious injury while traveling the Region's road transportation system.

What is the scope of analysis? Lake, Porter, and LaPorte Counties together

What is the scope of analysis? Lake, Porter, and LaPorte Counties together

What data/analysis is needed? Crashes from ARIES crash database

What data/analysis is needed? Crashes from ARIES crash database

What is happening today? Rate of fatalities per 100 million vehicle miles traveled: 0.799 (baseline year 2017)

What is happening today? Number of serious injuries: 443 annually (baseline year 2017)

What is the targeted performance? 0.838 in 2019 in order to support the state target of 1.087

What is the targeted performance? 445 in 2019 in order to support the state target of 3,501.9

Who could help achieve the targets? U.S. Department of Transportation, National Highway Traffic Safety Administration, INDOT, NIRPC, municipal and county governments, motorists, freight carriers, first responders

Who could help achieve the targets? U.S. Department of Transportation, National Highway Traffic Safety Administration, INDOT, NIRPC, municipal and county governments, motorists, freight carriers, first responders

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Rate of serious injuries per 100 million vehicle miles traveled

What is the performance measure?

Number of non-motorized serious injuries and fatalities

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve to not risk serious injury while traveling the Region's road transportation system.

Why is the measure important?
Federally required

Pedestrians and cyclists in NWI deserve to not have their lives endangered while walking and biking in the Region.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Crashes from ARIES crash database

What data/analysis is needed?

Crashes from ARIES crash database

What is happening today?

Rate of serious injuries per 100 million vehicle miles traveled: 3.910 (baseline year 2017)

What is happening today?

Number of non-motorized serious injuries and fatalities: 62 annually

What is the targeted performance?

3.808 in 2019 in order to support the state target of 4.234

What is the targeted performance?

58 in 2019 in order to support the state target of 393.6

Who could help achieve the targets?

U.S. Department of Transportation, National Highway Traffic Safety Administration, INDOT, NIRPC, municipal and county governments, motorists, freight carriers, first responders

Who could help achieve the targets?

U.S. Department of Transportation, National Highway Traffic Safety Administration, INDOT, NIRPC, municipal and county governments, motorists, pedestrians, cyclists, freight carriers, first responders

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area

What is the performance measure?

Total number of reportable fatalities and rate per total vehicle revenue miles by mode

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve alternative mobility options to driving alone that are convenient and efficient. Any mode shift from driving alone to alternative modes will help alleviate congestion and improve air quality.

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve to not have their lives endangered by the Region's transit system.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Mode share data from the US Census Bureau

What data/analysis is needed?

Transit safety data from operators

What is happening today?

Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area: 30.6% (baseline year 2017)

What is happening today?

Total number of reportable fatalities and rate per total vehicle revenue miles by mode: Bus (including demand response): 0, Rail: 0

What is the targeted performance?

31.4% by 2019 and 31.9% by 2021

What is the targeted performance?

Bus (including demand response): 0 by 2035 and 0 by 2050

Rail: 0 by 2035 and 0 by 2050

Who could help achieve the targets?

U.S. Department of Transportation, Transit Agencies, NIRPC, municipal and county governments, residents, employers, shared mobility providers

Who could help achieve the targets?

U.S. Department of Transportation, INDOT, Transit Agencies, NIRPC, municipal and county governments, residents, developers, first responders

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

What is the performance measure?

Total number of reportable injuries and rate per total vehicle revenue miles by mode

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve to not risk serious injury while using the Region's transit system.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Transit safety data from operators

What is happening today?

Total number of reportable injuries and rate per total vehicle revenue miles by mode: Bus (including demand response): 0, Rail: 0

What is the targeted performance?

Bus (including demand response): 0 by 2035 and 0 by 2050

Rail: 0 by 2035 and 0 by 2050

Who could help achieve the targets?

U.S. Department of Transportation, INDOT, Transit Agencies, NIRPC, municipal and county governments, residents, developers, first responders

What is the performance measure?

Total number of reportable events and rate per total vehicle revenue miles by mode

Why is the measure important?
Federally required

NWI residents, workers, and visitors deserve to not have their safety compromised while using the Region's transit system.

What is the scope of analysis?

Lake, Porter, and LaPorte Counties together

What data/analysis is needed?

Transit safety data from operators

What is happening today?

Total number of reportable events and rate per total vehicle revenue miles by mode: Bus (including demand response): 0, Rail: 0

What is the targeted performance?

Bus (including demand response): 0 by 2035 and 0 by 2050

Rail: 0 by 2035 and 0 by 2050

Who could help achieve the targets?

U.S. Department of Transportation, INDOT, Transit Agencies, NIRPC, municipal and county governments, residents, developers, first responders

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

| | |
|--|--|
| What is the performance measure? | Gini coefficient (income inequality) |
| Why is the measure important? | The Region will provide better and more equal opportunities for residents to thrive if there is a more equal distribution of incomes across households. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, US Census block groups |
| What data/analysis is needed? | Household income data from the US Census Bureau |
| What is happening today? | Gini coefficient: 0.44 |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Housing and Urban Development, US Department of Labor, Indiana State Government, NIRPC, municipal and county governments, employers, residents, developers |

| | |
|--|--|
| What is the performance measure? | Socioeconomic Status (SES) Index (measure of socioeconomic status) |
| Why is the measure important? | A Region with a higher SES Index is a Region that performs better across many socioeconomic factors such as income, education, occupation, employment, and other social environmental factors. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, US Census block groups |
| What data/analysis is needed? | Input from Socioeconomic data |
| What is happening today? | Socioeconomic Status (SES) index: 1.41 (1 is national average, below 1 is worse, above 1 is better) |
| What is the targeted performance? | Increase  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, banks/financial institutions, educational institutions, NIRPC, residents, employers |

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

| | |
|--|--|
| What is the performance measure? | Moran's I of SES Index (spatial clustering) |
| Why is the measure important? | Less spatial clustering of NWI residents into areas with similar socioeconomic characteristics means greater opportunities for NWI residents to gain diverse perspectives and be more attuned to effective leadership. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, US Census block groups |
| What data/analysis is needed? | Input from Socioeconomic data |
| What is happening today? | Moran's I of SES Index: 0.1569 (0 is perfect randomness and 1 is perfect segregation) |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, banks/financial institutions, educational institutions, NIRPC, residents, employers |

| | |
|--|--|
| What is the performance measure? | Area Deprivation Index (measure of an area's socioeconomic deprivation and distress) |
| Why is the measure important? | A Region with a lower Area Deprivation Index is a Region that experiences lower levels of socioeconomic distress across many variables. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, US Census block groups |
| What data/analysis is needed? | Input from Socioeconomic data |
| What is happening today? | Area Deprivation Index: 1.01 (1 is national average, below 1 is better, above 1 is worse) |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, banks/financial institutions, educational institutions, NIRPC, residents, employers |

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

| | |
|--|--|
| What is the performance measure? | Moran's I of Area Deprivation Index (spatial clustering) |
| Why is the measure important? | Less spatial clustering of NWI residents into areas with similar socioeconomic deprivation characteristics means greater opportunities for NWI residents to gain diverse perspectives and be more attuned to effective leadership. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, US Census block groups |
| What data/analysis is needed? | Input from Socioeconomic data |
| What is happening today? | Moran's I of Area Deprivation Index (0 is perfect randomness and 1 is perfect segregation) : 0.6471 |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, banks/financial institutions, educational institutions, NIRPC, residents, employers |

| | |
|--|--|
| What is the performance measure? | Moran's I of earnings (spatial clustering) |
| Why is the measure important? | Less spatial clustering of NWI workers into areas with similar earnings means the Region is providing more diverse opportunities to exchange ideas with workers of different backgrounds for a more productive Region. |
| What is the scope of analysis? | Lake, Porter, and LaPorte Counties together, zip codes |
| What data/analysis is needed? | Payroll and employment from County Business Patterns |
| What is happening today? | Moran's I of earnings (0 is perfect randomness, 1 is perfect segregation): 0.1660 |
| What is the targeted performance? | Decrease  |
| Who could help achieve the targets? | US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, banks/financial institutions, educational institutions, NIRPC, residents, employers |