



**RESOLUTION 15-26**

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
ADOPTING AMENDMENT NUMBER ONE TO THE 2040 COMPREHENSIVE REGIONAL PLAN  
UPDATE COMPANION FOR NORTHWESTERN INDIANA**

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Council of Governments, representing all local governments in the region has established a comprehensive planning process including the three domains of environmental, economic development and transportation planning; and

**WHEREAS**, the Commission, being designated the Metropolitan Planning Organization for the Lake, Porter and La Porte County Region, has established a regional, cooperative and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program; to annually endorse the plans and programs; to facilitate federal transportation funding for the Indiana Department of Transportation, regional communities and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission performs the above mentioned activities to satisfy regional requirements under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act of 2102 (MAP-21), as well as other federal, state and local laws mandating continuing, cooperative and comprehensive (3-C) transportation activities; and

**WHEREAS**, the 2040 Comprehensive Regional Plan Update Companion is a product of a multi-modal, 3-C transportation planning process that was developed in an open and participatory manner, including extensive participation involving numerous people, with specific efforts made to engage low-income and minority populations; and

**WHEREAS**, the 2040 Comprehensive Regional Plan Update Companion provides a framework on how the three-county region can develop in the next generation, and is a tool to guide our actions and to direct our resources to achieve our vision of a vibrant, revitalized, accessible, and united region; and

**WHEREAS**, the Commission has prepared an updated Functional Classification System from the previous 12 categories to the current 7 classifications required by language in MAP-21, and has attached these revised designations, map and mileage breakdowns; and

**WHEREAS**, the Commission has solicited public comment on the proposed amendment, the comments from which and the responses to them have been made available; and

**WHEREAS**, the NIRPC Transportation Policy Committee acted on December 8, 2015 to recommend inclusion of the Functional Classification System language listed in the attachment as an amendment to the 2040 Comprehensive Regional Plan Update Companion;

**NOW, THEREFORE, BE IT RESOLVED** that the Commission hereby adopts this Amendment #1 to the 2040 Comprehensive Regional Transportation Plan Update Companion.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this...

  
Blair Milo  
Chairperson

ATTEST:

  
Robert J. Schaefer  
Secretary

## Functional Classification

As a regional partner in the transportation system, NIRPC has a role in ensuring that the roads across the region are properly classified based on function. This concept is called Functional Classification. Functional Classification plays a role in determining the federal apportionment. MAP-21 requires a 7 classification system down from the 12 classification system used prior. The seven classes are generally divided into 3 categories: Arterials, Collectors, and Local Roads. Arterials are roads that primarily carry through traffic of regional importance, usually at distances that link 2 or more municipalities or across an entire county. Collectors are roads that collect traffic from Local Roads and distribute the traffic to Arterials. Local Roads are roads that provide access to local neighborhoods and specific sites. The table below lists the 7 Functional Classifications by category with examples.

Category	Classification	Example
Arterials	Interstate Highway	I-80/94
	Other Freeway or Expressway	Cline Ave
	Other Principal Arterial	US-30
	Minor Arterial	Mississippi St
Collectors	Major Collector	Euclid Ave in East Chicago
	Minor Collector	Detroit St in LaPorte
Local Roads	Local Road	Southport Rd in Portage

Table II-18: Functional Classifications by category with examples

NIRPC launched a holistic process to update the Functional Classification system from the previous 12 classification system to the 7 classification system. NIRPC staff started from scratch and prepared unclassified road maps for each of the 44 jurisdictions (41 municipalities and 3 counties). Staff met individually with staff from the majority of the jurisdictions to ask how the roads in each of their jurisdictions function, marking the draft classifications on the map. For the communities unable to meet in person, NIRPC staff prepared draft classifications and received feedback electronically from those communities. NIRPC staff then met with INDOT and FHWA at NIRPC in Indianapolis on February 13, 2015 and at NIRPC on March 23, 2015 to review the draft classification system from all of the jurisdictions combined. After NIRPC staff revised the draft classification system based on these revisions, staff presented the final proposed Functional Classification system for the region to the NIRPC Transportation Policy Committee at its April 14, 2015 meeting and received approval. A regional map of the Functional Classification system can be found below and at <http://nirpc.org/transportation/functional-class.aspx>.

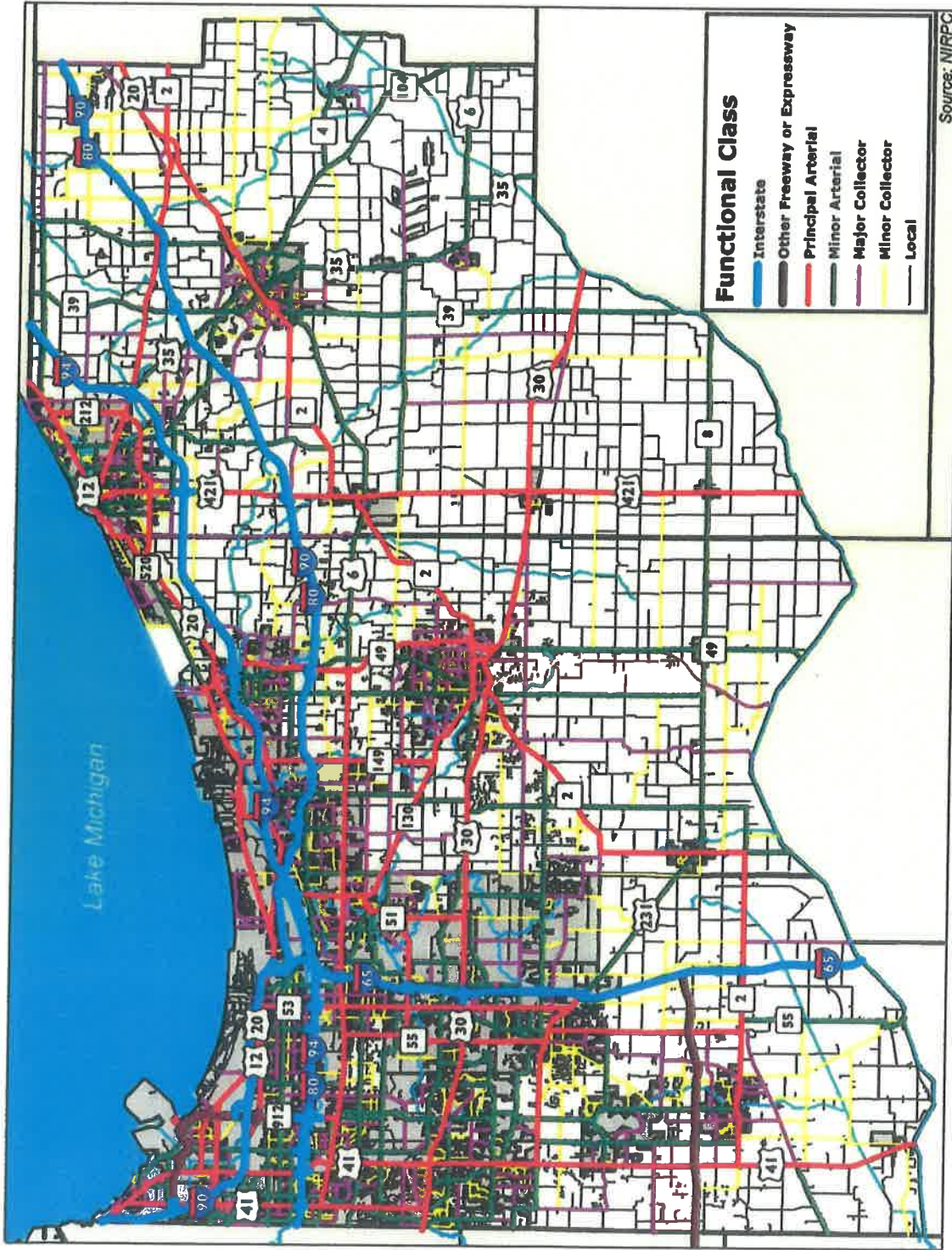


Figure II-29: Functional Classification of Roads in Northwest Indiana

The mileage breakdown of road centerline miles by Functional Classification in the NIRPC Region is shown in Table II-19. The mileage breakdown compares well against the guidance for urban systems from FHWA according to the *Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition*. That guidance calls for 1% - 2% Interstate, 0% - 2% Other Freeway or Expressway, 4% - 5% Other Principal Arterial, 7% - 12% Minor Arterial, 7% - 13% Major Collector, 7% - 13% Minor Collector, and 67% - 76% Local Roads. The mileage breakdown for the NIRPC region in Table II-19 shows figures that are close to the FHWA guidance.

County	Total	Interstate	%	Other Fwy or Expsrwy	%	Other Principal Arterial	%	Minor Arterial	%	Major Collector	%	Minor Collec	%	Local	%
Lake	3233.3	136.5	4%	39.2	1%	186.6	6%	266.7	8%	210.2	7%	267.4	8%	2127.6	66%
LaPorte	1774.7	50.5	3%	0	0%	110.6	6%	194.1	11%	150.5	8%	184	10%	1085.0	61%
Porter	1734.2	40.0	2%	0	0%	124.9	7%	130.5	8%	184.4	11%	158.9	9%	1095.5	63%
<b>Total</b>	<b>6742.2</b>	<b>227.0</b>	<b>3%</b>	<b>39.2</b>	<b>1%</b>	<b>422.2</b>	<b>6%</b>	<b>591.3</b>	<b>9%</b>	<b>545.1</b>	<b>8%</b>	<b>610.3</b>	<b>9%</b>	<b>4308.0</b>	<b>64%</b>

Table II-19: Mileage Breakdown of road centerline miles by Functional Classification in the NIRPC Region