

# Northwestern Indiana Functional Classification Update

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# Process

## Educational Meeting

- Today is an opportunity for us to explain the upcoming functional classification update
- We want to make sure everyone is on the same page about this update
- Particularly that this is a *holistic update*
- Additionally, we will be handing out maps, guidance, and hopefully- scheduling community meetings.

# Process

## Community Meetings

### Overview

- Work with communities directly to discuss how their roads are used
- Over the next few months, Scott and I will meet with representatives from municipalities and counties
- We will bring a basic map of the community and a set of markers

# Process

## Community Meetings

## Mapping Exercise

- Maps will have streets, names, and some major destination generators
- We will then, in the following order, identify which classifications the roads fall into

# Process

## Community Meetings

### Interstates

- Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation.
- All routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.

*FHWA Guidance*

# Process

## Community Meetings

## Other Freeways and Expressways

- Roadways in this functional classification category look very similar to Interstates.
- The roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.
- Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

*FHWA Guidance*

# Process

## Community Meetings

## Other Principal Arterials

- These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas.
- Unlike their access-controlled counterparts, abutting land uses can be served directly.
- Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.
- The primary difference between urban and rural is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial.

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# Process

## Community Meetings

### Minor Arterials

- Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
- In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.
- In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level Arterial.

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# Process

## Community Meetings

### Major and Minor Collectors

- Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.
- Major Collectors offer more mobility and Minor Collectors offer more access
- In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted.

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# Process

## Community Meetings

### Local Roads

- They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.
- Bus routes generally do not run on Local Roads.
- They are often designed to discourage through traffic.
- As public roads, they should be accessible for public use throughout the year.
- Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads

*FHWA Guidance*

# Process

## Community Meetings

### “Borderline” Roads

- In some cases it might be difficult to figure out if a road is a minor arterial or a major collector, or a major collector and a minor collector.
- In that situation there are a number of factors we can consider, like lane width, mileage extent, spacing, and AADT.

# Process

## Community Review

- NIRPC will digitize the new functional class and send a pdf of the new map to the community for review

# Process

## Approval

- NIRPC will meet with INDOT to review the new functional class map
- After INDOT's review, the functional class map will be presented to TPC for approval

# Process

## Summary

- NIRPC is looking at the Functional Class Update holistically
- We want to meet with representatives from each municipality and county
- **HOWEVER**, if you ignore our requests for meetings, we will do this ourselves