



# MnDOT Functional Classification Metro Review

Joe Widing | Senior Transportation Planner  
Office of Transportation System Management  
January 20, 2021

# Functional Classification: Why We're Here

## Connection to TAB work

- Regional solicitation
  - Functional Classification determines which roadways are eligible for federal funding
    - FHWA:
      - Urban – Minor Collector
      - Rural – Major Collector
    - Met Council:
      - Minor Arterial (A-Minor only)

- Transportation Policy Plan
- Comprehensive Planning
  - Land use
  - Transportation

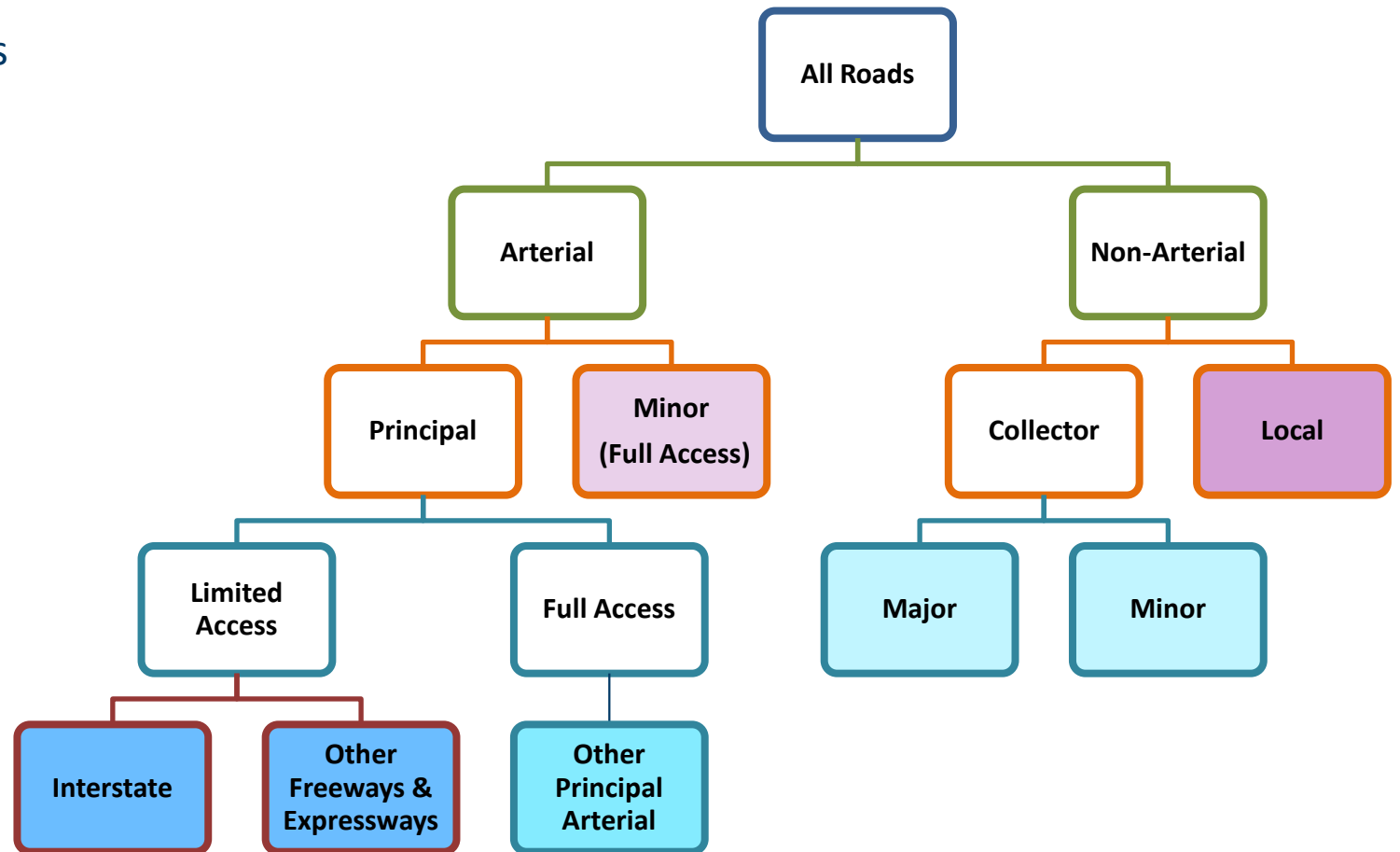
# Functional Classification: Decision Tree

Three broad classification categories

- Arterials
  - Principal
  - Minor
- Collectors
  - Major
  - Minor
- Local

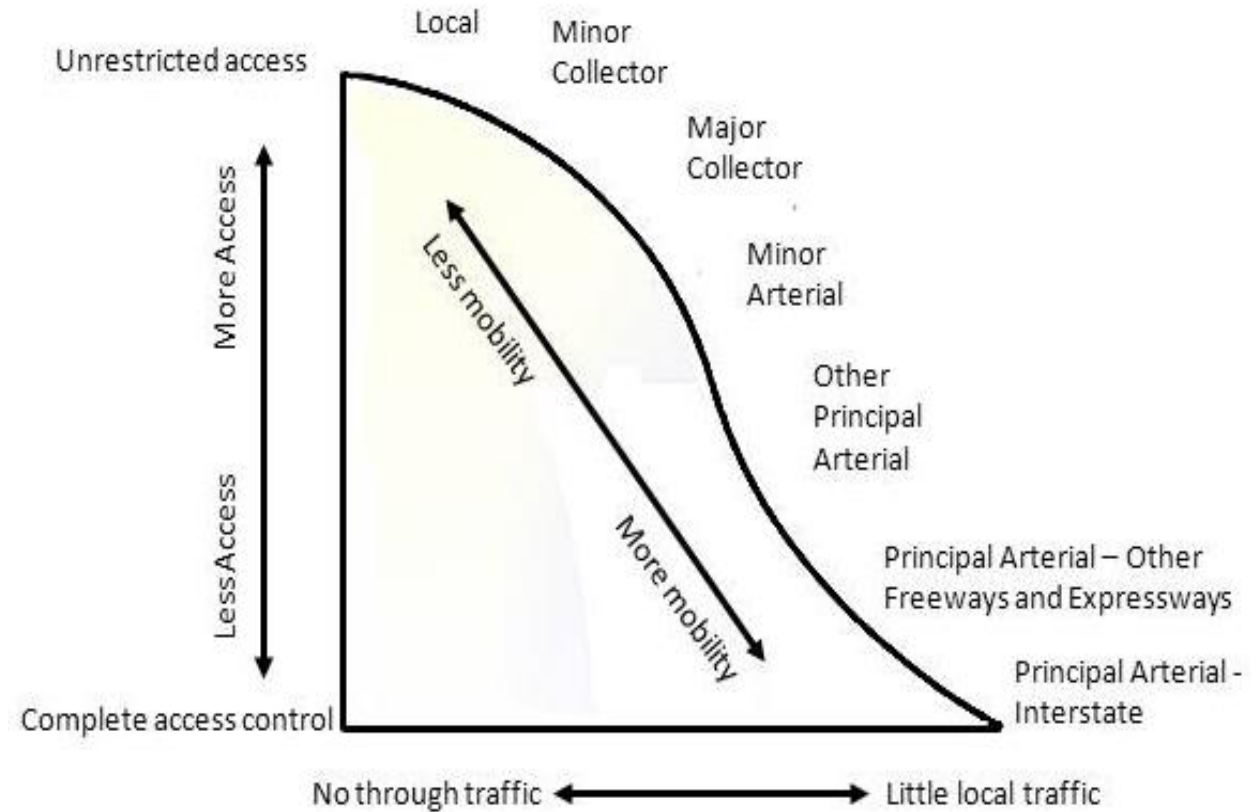
Two area classifications

- Urban
- Rural



# Functional Classification: What's the Purpose

- Efficiency: Functional Class system intends to maximize efficiency of road network
  - Channelization of traffic through a hierarchical network
  - Balances mobility of users of the system with access to property
- Standardization: Creates one standard for all states
  - Allows coordination, comparison, knowledge transfer
- Funding: Allows for thresholds to be set, streamlines decision making and fosters more transparent process



# Functional Classification: Local and Collectors

Major Collector



Local Road



Minor Collector



Hopewell Ln



# Functional Classification: Minor Arterial

Urban Minor Arterial



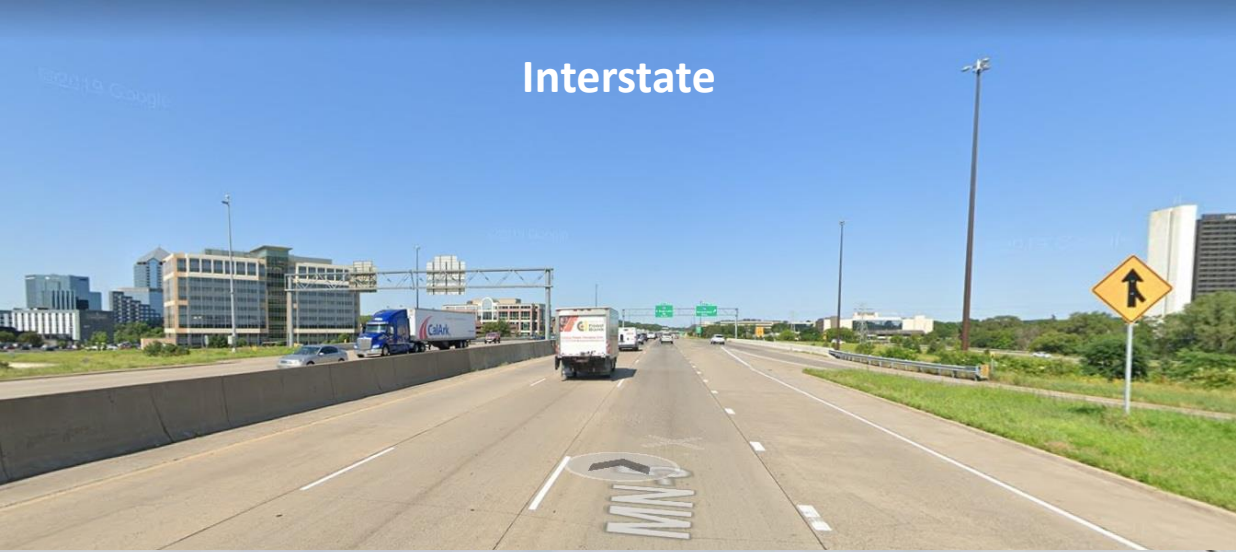
Suburban Minor Arterial



Rural Minor Arterial



# Functional Classification: Principal Arterial



Interstate



Principal Arterial - Other

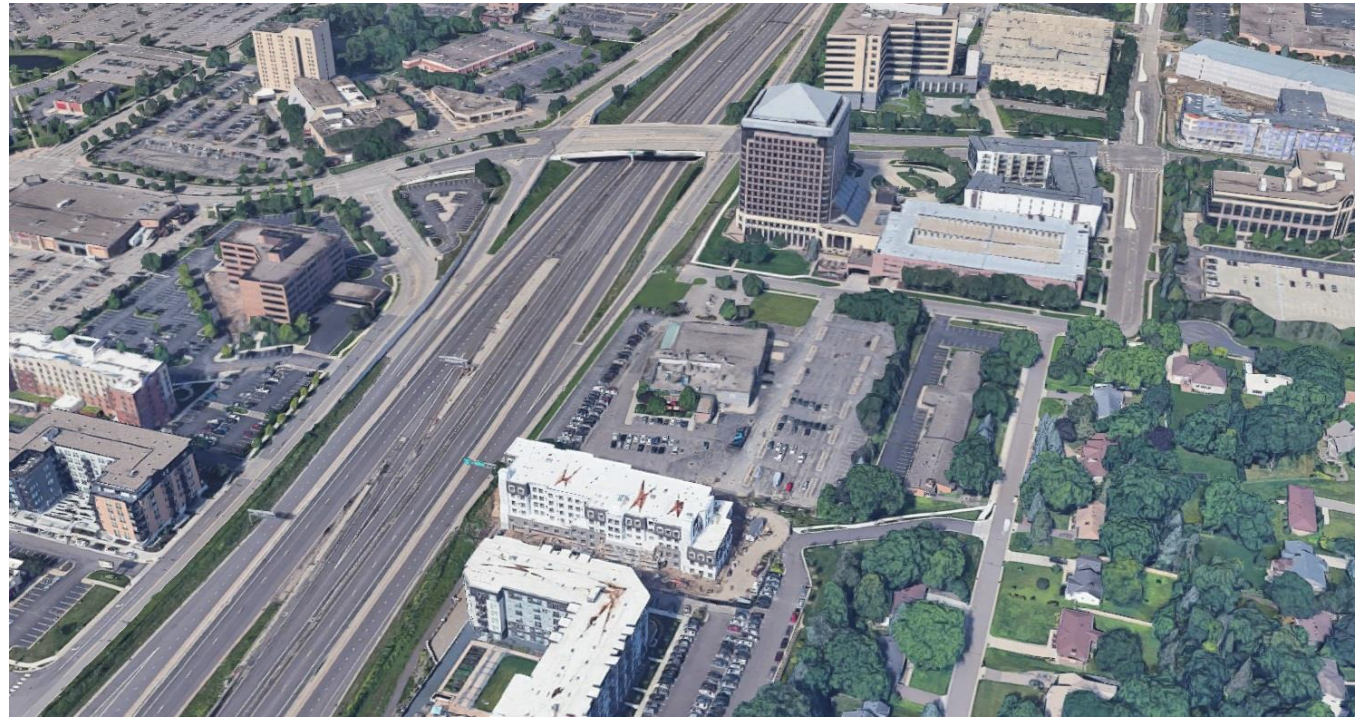


Freeway/Expressway



# How is functional classification determined?

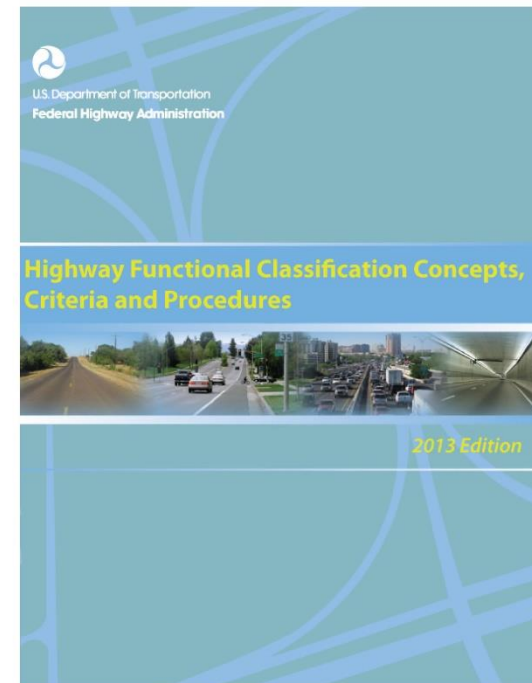
- Roadways serve two primary functions:
  - Access to property
  - Travel mobility
- All roadways perform these functions to varying degrees
- Determining a roadway's primary purpose helps determine how to classify the roadway
- Represents the existing conditions of a roadway





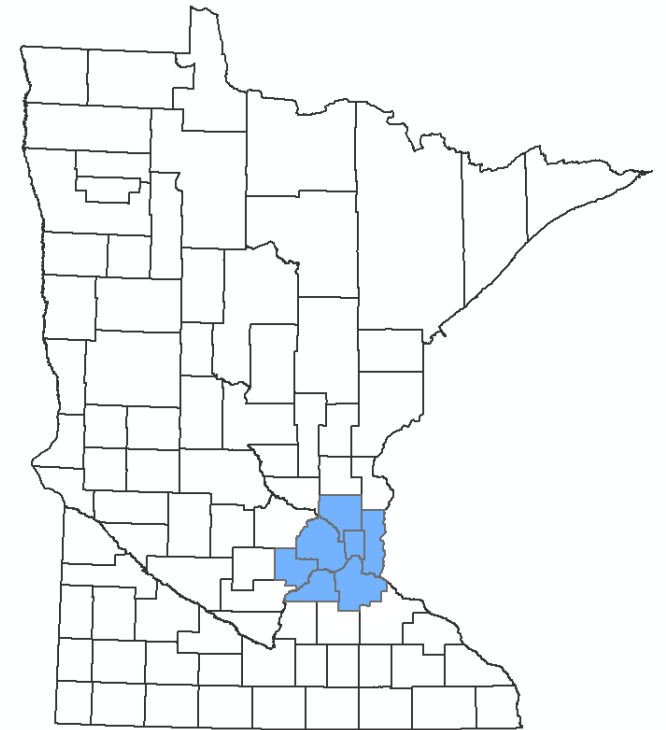
# Functional Classification: Why We're Here

- 2010: Decennial Census
  - New urban area boundaries
- 2013: FHWA updated Functional Class guidelines
- 2015: MnDOT completed review and update of functional classification for Greater Minnesota. This update did not include metro.
  - Determined that systems were different enough to separate into two processes
  - Previous attempts with metro have been delayed
- FHWA has requested metro functional class be reviewed and updated to achieve consistency with Greater Minnesota and better adhere to guidelines



# Statewide perspective: 2016

Functional classification	Urban miles	% urban	FHWA urban guideline*	Rural miles	% rural	FHWA rural guideline*
Principal Arterial-Interstate	325.4	1.5%	1-3%	588.1	0.5%	1-3%
PA- Freeway/Expressway	220.7	1.0%	0-2%	45.4	<0.1%	0-2%
PA- Other	616.2	2.8%	4-9%	3,443.1	2.9%	2-6%
Minor Arterial	2,550.2	11.5%	7-14%	6,675.3	5.5%	2-6%
Major Collector	2,198.2	9.9%	3-16%	15,653.3	13.0%	8-19%
Minor Collector	789.9	3.6%	3-16%	12,014.3	10.0%	3-15%
Local	15,454.5	69.8%	67-76%	82,199.8	68.1%	62-74%
Total	22,155.11			120,619.4		



\*FHWA Functional Classification Concepts, Criteria and Procedures, 2013

Minnesota is considered a rural state. There is guidance for rural/urban system separate from state designation

# Update on County Review Process Progress

## Worked with both county and city staff

- Anoka – 3 meetings
  - 1 with county staff / 2 formal with city staff
- Carver – 2 meetings
  - 1 with county staff / 1 formal with city staff
- Scott – 2 meetings
  - 1 with county staff / 1 formal with city staff
- Ramsey – 2 planned meetings
  - St. Paul – 1 meeting held
- Hennepin – 1 meeting held, 2 planned
  - Minneapolis – 1 meeting planned
- Washington – 3 meetings planned
  - 1 with county staff / 2 formal with city staff
- Dakota – 3 meetings planned
  - 1 with county staff / 2 formal with city staff

## Review process:

- MnDOT review materials sent to counties and cities
- Not all MnDOT marked routes were ultimately changed
  - If county or local had issue or more information, generally deferred unless far out of guidelines
  - Most recommended revisions have been ultimately made, no outstanding disagreements
- Some cities have offered additional roadways to classify

# Update on County Progress

- Anoka, Carver & Scott Counties
  - Technical review complete
  - Local meetings and review are substantially complete
- Ramsey County
  - Met with city staff – January 7<sup>th</sup>
    - Met with St. Paul – January 15<sup>th</sup>
  - Scheduling meeting with County staff
- Hennepin County
  - Met with County staff – December 29<sup>th</sup>
  - Working with Minneapolis staff and will meet in January 2021
  - Working on setting up city (and others) meeting(s) in January
- Dakota & Washington Counties
  - Technical review complete
    - Preliminary contact via draft County LRTP
  - Will begin review with county and city staff January/February

# Key Takeaways So Far

- Metro is very low in Principal Arterial – Other mileage
  - FHWA guideline = 4%-9% of system
  - Actual = 1.72%
  - This may be influencing higher levels of Minor Arterials
- Majority of minor arterials highlighted for review/revised are B-Minor/Other subcategory
  - Overall change\* = -7.5%
  - A-Minor change\* = -2.6%
  - B-Minor/Other change\* = -27.0%
- Lack of understanding of urban/rural & existing/planned dichotomy
- Wide variance from city to city
  - Comp planning process seemed insufficient for functional classification revision without extensive MnDOT collaboration

## Preliminary Revisions\*

	Before	After	Change
<b>Minor Arterial</b>	<b>2,433.40</b>	<b>2,251.44</b>	<b>-7.5%</b>
A-Minor	1,946.88	1,896.46	-2.6%
B-Minor/Other	486.49	354.98	-27.0%
<b>Major Collector</b>	<b>1,562.51</b>	<b>1,643.58</b>	<b>5.2%</b>
<b>Minor Collector</b>	<b>820.72</b>	<b>1,246.82</b>	<b>51.9%</b>
<b>Local</b>	<b>11,558.22</b>	<b>11,229.25</b>	<b>-2.8%</b>

\*Preliminary data is subject to change per local reviews

# Next Steps in Process

- Finish local partner review
- Tentative February 2021 final Steering Committee meeting
  - Aiming to have any/all outstanding disagreements ready for Committee final decision
- Submission of updated system to FHWA – March/April 2021
- Met Council update on process and formal review/approval
  - Will be coming back to TAB for review of final system revisions and to move recommendation of approval to MnDOT Commissioner
  - Met Council will follow up this study in late 2021 to implement findings

# Questions



# Thank you!

**Joe Widing**

*[joseph.widing@state.mn.us](mailto:joseph.widing@state.mn.us)*