

Regional Functional Classification Change Request Form

ID Number: *Internal Use Only*

Date of Request: *Internal Use Only*

More information about this form, details on the submission process, and contact information for Metropolitan Council staff are available at: <https://metrocouncil.org/Transportation/Planning-2/Reports/Highways-Roads/Functional-Roadway-Classification/Functional-Roadway-Classification-Resources.aspx>

Click here to view example responses from prior change requests.

Roadway Information

Full Roadway Name: 5th Street West, 5th Street East
Roadway CSAH # n/a Roadway MSA # MSA 134
Roadway County Rd # n/a Request Type: Classification change from collector to
minor arterial

Full Roadway Name: 6th Street West, 6th Street East
Roadway CSAH # n/a Roadway MSA # MSA 198
Roadway County Rd # n/a Request Type: Classification change from collector to
minor arterial

Contact Information

Agency/City/County: City of Saint Paul
Contact Person (Name, Title): Anna Potter, Principal Planner
Phone: 651-266-6058 Fax: n/a
Email: anna.potter@stpaul.gov
Address: 25 West Fourth Street
City: Saint Paul State: MN Zip: 55102

Request Information

Please indicate the current and requested classification below. Note that each request may only have one current functional class. If a roadway for a requested change is not currently a single functional class throughout its full length, please split the roadway into several requests, filling out the "Roadway Information" through "Request Information" sections for each request. The "Purpose of Change" and "Principal and Minor Arterial Requests Only" sections need to be completed only once to cover all sections of a roadway if the related requests are noted (see "Dependent Requests" below).

EXISTING ROADWAY PROPOSED ROADWAY

Current Classification: Major Collector
Requested Classification: A Minor Reliever
If other:

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Contingent Conditions (Proposed Roadway Only): What future change will cause this alignment to change from proposed to existing? -----

Other / Explain:

Change Start Location: Smith Avenue

Change End Location: Wall Street

Length of Requested Change (Miles): 1 mile for 5th Street; 0.9 miles on 6th Street

Dependent Requests: Requests which are connected and could not be logically approved individually are dependent requests.

Is this a dependent request? YES NO

Please provide road name(s) or ID Number(s) of dependent requests (ID Numbers are assigned by Metropolitan Council staff and may not be available if this is the first of several dependent requests): **6th Street West, 6th Street East**

Multijurisdictional Roadways: For requests related to a roadway which crosses or functions as a jurisdictional boundary (two cities, two counties, etc.), a letter of support is required from the neighboring city/county. For roads which function as municipal boundaries, a letter of support from the adjacent city/township, or a document showing which has jurisdiction for the segment in question, is required. Principal Arterial requests require formal resolutions of support from impacted communities.

Does this request involve other jurisdictions? YES NO

If "yes" please attach letter(s) of support.

[Click here to view example letters of support from prior change requests.](#)

Is this a Principal Arterial request? YES NO

If "yes" please attach formal resolution(s) of support.

[Click here to view example resolutions of support from prior change requests.](#)

Purpose of Change: Please briefly describe why the request is needed (900 words or less).

5th Street is the main eastbound throughfare through downtown Saint Paul. It supplements I-94 and has direct connections to the freeway on both ends of downtown. 5th Street supports access to the regional job concentration in downtown Saint Paul, with the street running adjacent to Travellers Insurance, Alliance Bank Center, First National Bank, US Bank Center, the Metropolitan Council, and Crazy Plaza.

6th Street is the main westbound thoroughfare through downtown Saint Paul. It supplements I-94 and has direct connections to the freeway on both ends of downtown. 6th Street supports access to the regional job concentration in downtown Saint Paul, with the street running adjacent to Ecolab Headquarters, Treasure Island Center, the Town Square complex, and Securian Financial.

Both streets have significant transit service, with arterial bus rapid stations (B Line, Gold Line) and dozens of local routes and express services all making multiple stops on the corridors.

The primary purpose of the corridors is to supplement mobility through downtown and between the concentration of activity on either end (residential density in Lowertown and

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entertainment district activity in Rice Park near the Xcel Energy Center). Local access is limited with the focus being the connections to the freeways and collector streets that cross it in the downtown grid.

Within downtown, 5th Street carries between 5,300-7,750 ADT, experiences over 2,000 average daily boardings at the busiest bus stops near Central Station, and serves pedestrian crowds regularly between seasonal events at Mears Park and the Xcel Energy Center. 6th Street has similar activity numbers: 5,400-8,000 ADT, 1,200 average daily transit boardings, and high pedestrian activity associated with the high density housing and jobs it serves.

Although 5th and 6th Streets are within a one-fourth mile of the adjacent minor arterial streets (i.e. 7th Street and Kellogg Boulevard), neither of the existing arterials serve transit or have direct access to I-94. Additionally, at the only other location in our region with similar levels of density and activity (downtown Minneapolis), multiple minor arterials exist in that gridded network to support the principal arterial system, at spacing much closer than the suggested one-fourth mile. We believe that adding 5th and 6th Streets to the minor arterial network would be consistent with the spacing in Downtown Minneapolis and is justified by all other mobility and functional characteristics.

Typical Roadway Characteristics: Please provide the following information to support the request.

Existing Intersection Treatments: *What types of intersections are present on the segment? (Examples: signalized, stop-controlled, single-lane roundabout, etc.)*
signalized

Posted Speed: *What is the current posted speed limit on the segment?*
25 (all downtown streets, including 5th and 6th)

Existing Annual Average Daily Traffic (AADT) and Year: *What is the traffic volume on the segment based on the most recent data and when was the information collected? (This data is available for many roadways through MnDOT's Traffic Mapping Application: <https://mndot.maps.arcgis.com/apps/webappviewer/index.html?id=7b3be07daed84e7fa170a91059ce63bb>)*

5th Street: 6,100 (2017)
6th Street: 7,600 (2018)

Estimated Future AADT and Year (Optional): *What traffic volumes are projected for the segment and when will they be reached? (Sources of this information may include recent comprehensive or transportation plans)*

Source of Estimated Future AADT: *How were projected traffic volumes calculated and/or what was the source of this data? (Local comprehensive plan, transportation plan, etc.)*

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Required Attachments

1. **MAP (All Requests):** Please attach an 8.5"x11" map of the requested change in PDF format. Please include all appropriate labels and highlight the roadway in question. Submitted maps must include:
 - North arrow
 - Scale
 - Start and end points of the requested segment
 - Boundaries and labels for requesting community and surrounding communities
 - County boundaries and labels
 - Existing functional classification for surrounding roadways

Note: Map process may be incorporated directly into online submission form. If separate online map application, change text above to reflect submission of auto-generated maps. If original maps are requested, should discuss list of required map elements suggested above.

Map attached

2. **LETTERS OF SUPPORT OR DOCUMENTATION OF REQUESTED SEGMENT JURISDICTION (Cross-Jurisdictional Requests Only):** See above.
3. **RESOLUTIONS OF SUPPORT (Principal Arterial Requests Only):** See above.

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Principal and Minor Arterial Requests Only

Criteria: Describe how the requested change to a roadway functional classification complies with the criteria below. The following resources provide additional background information on the concepts addressed through these criteria.

Federal Highway Administration - *Highway Functional Classification Concepts, Criteria and Procedures (2023)*

https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/index.cfm

Metropolitan Council 2040 Transportation Policy Plan - *Appendix D: Functional Classification Criteria and Characteristics, and MnDOT Access Guidance:*

[https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

Place Connections: *How does the roadway connect regional job concentrations, local centers, and freight terminals?* (500 words or less)

5th Street is the main eastbound throughfare through downtown Saint Paul. It supplements I-94 and has direct connections to the freeway on both ends of downtown. 5th Street supports access to the regional job concentration in downtown Saint Paul, with the street running adjacent to Travellers Insurance, Alliance Bank Center, First National Bank, US Bank Center, the Metropolitan Council, and Crazy Plaza.

6th Street is the main westbound thoroughfare through downtown Saint Paul. It supplements I-94 and has direct connections to the freeway on both ends of downtown. 6th Street supports access to the regional job concentration in downtown Saint Paul, with the street running adjacent to Ecolab Headquarters, Treasure Island Center, the Town Square complex, and Securian Financial.

Both streets run adjacent to Xcel Energy Center, Rice Park, Mears Park, and multiple pockets of residential density downtown. Commercial activity at both ends of downtown are supported by these two streets.

Spacing: *Does the roadway comply with recommended roadway spacing guidelines for principal/minor arterials? (Click here to view spacing guidelines)* (500 words or less)

Although 5th and 6th Streets are within a one-fourth mile of the adjacent minor arterial streets (i.e. 7th Street and Kellogg Boulevard), neither of the existing arterials serve transit or have direct access to I-94. Additionally, at the only other location in our region with similar levels of density and activity (downtown Minneapolis), multiple arterials exist in that gridded network to support the principal arterial system, at spacing much closer than the suggested one-fourth mile. We believe that adding 5th and 6th Streets to the minor arterial network would be consistent with the spacing in Downtown Minneapolis and is justified by all other mobility and functional characteristics.

System Connections & Access Spacing: *Does the roadway provide access to multiple roadways of lower classification? How is access managed for connecting roadways?* (500 words or less)

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Within the 1 mile downtown segment, 5th and 6th Street connect with five other minor arterials and five collectors. All intersections are signalized. 5th and 6th Streets get priority in the signal timing and balancing due to the transit purpose of the roadways. The streets both have bus lanes. However, cycle lengths are minimized in order to accommodate the high level of pedestrian activity in a downtown setting.

The grid system in downtown is set and no new access will be granted.

Trip-Making Service: *How does the roadway serve long-distance trips with minimal delay (for principal arterials) or trips of moderate length at a somewhat lower level of mobility (for minor arterials)?* (500 words or less)

5th and 6th Street both have a bus lane and at least two general purpose lanes. This geometry provides a nice balance of multimodal access to the downtown environment while also allowing for significant throughput without major delays or safety challenges. This balance is expected to remain as the streets have freeway access on both sides of downtown and have recent significant transit investment for Gold and B Line transitways.

Mobility vs. Land Access: *How does the roadway balance vehicle- and person-throughput with providing access to adjacent land uses?* (500 words or less)

5th Street and 6th Street have signal coordination and timing along their length. However short cycle lengths are used to accommodate pedestrian activity and make walking along and across convenient. Driveways are not-preferred and if new developments are planned the driveways would be focused to the side-streets. That said, the corridor is entirely developed in a downtown setting already. The person-throughput is accomplished by having significant transit services (dozens of bus routes and transitways) and by being a part of two one-way pairs downtown. Both streets have a well-used bus lanes supplemented by general purpose travel lanes.

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Minor Arterial Impacts:

Does this request impact the Minor Arterial Sub-Designation? YES NO

If “yes” please provide the following attributes based on Transportation Policy Plan (TPP)

Appendix D, Table D-4: [http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

Use:

Location:

Trip Length:

Problem Addressed:

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----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Impacts of Change: Describe the impact of this change on functional classification percentages in the jurisdiction and the plan for maintaining balance (300 words or less). **[Information required for MnDOT Change Request Form]**

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

MnDOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date: