



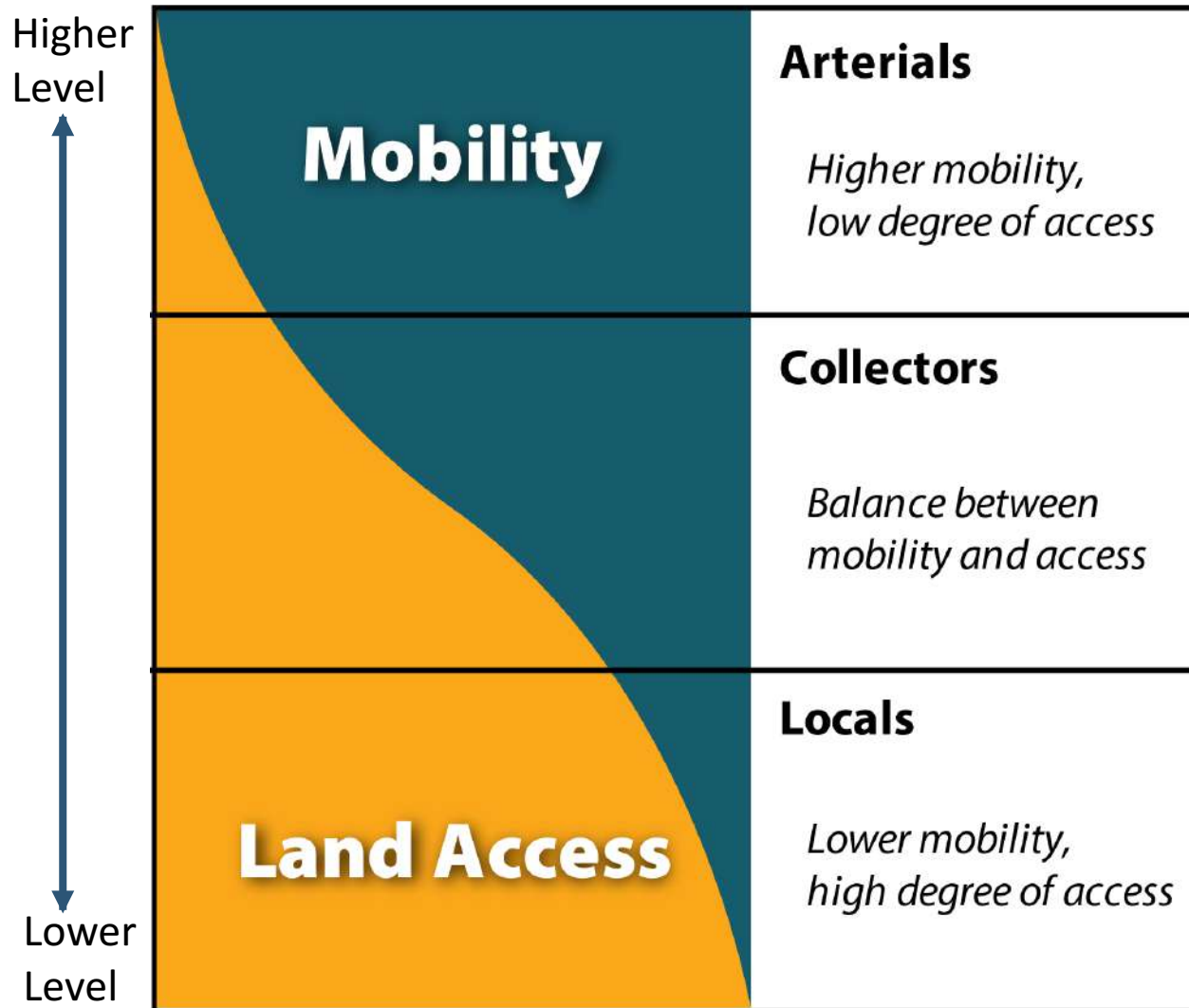
Roadway Functional Classification

Functional Classification of Road

Shows how it fits within the
system

- Based on the use (or function) the roadway serves
- Influences design standards for that road
 - Speed, access, geometry
- Changes based upon access and mobility needs

Use and Function of Roadway Classification



Establishes level of roadway based on **fit and function**

Road level:

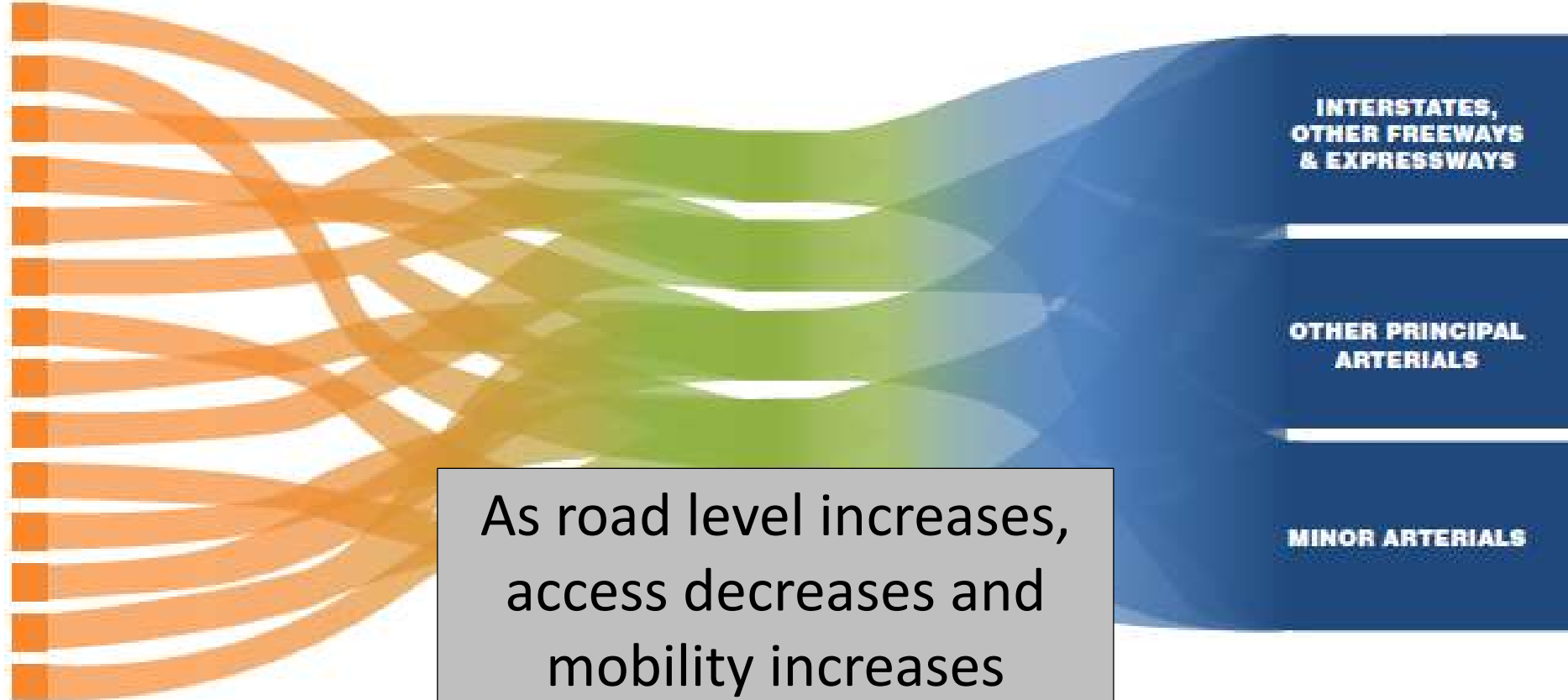
LOCAL ROADS



COLLECTORS



ARTERIALS



Four Classes of Roadways

- 1) Principal Arterials (includes Interstate Freeways)
 - 2) Minor Arterials
 - 3) Collector Streets
 - 4) Local Streets
- High mobility, low access, long trips, faster speeds
- Moderate mobility, access, trips and speeds
- Low mobility, high access, short trips, slow speeds



Principal Arterial



Minor Arterial



Collector



Local Street

Distribution of Functional Systems for Metropolitan Highway System

System	Miles in Region	Percentage of Total	Percent of Total Vehicle Miles Travelled (VMT)
Principal Arterials	915	5.3%	48%
Minor Arterials	2,444	14.1%	26%
Collector/Local Roads	14,000	80%	

20% of Twin Cities metro roads are arterials

Source: The Metropolitan Council. A regional policy-making body, planning agency, and provider of essential services for the Twin Cities metropolitan region.

Distribution of Functional Systems for Metropolitan Highway System

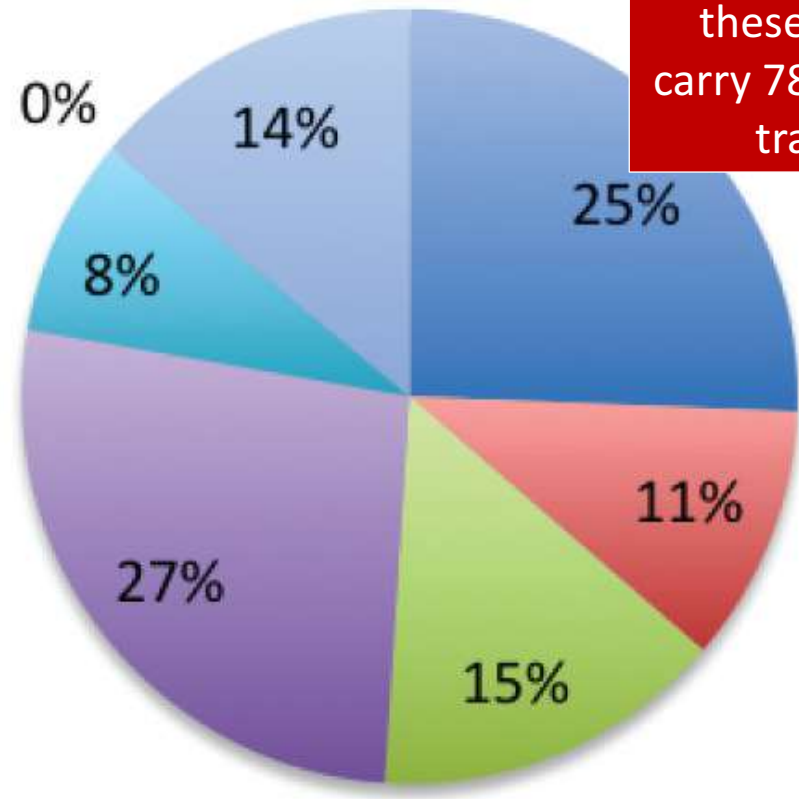
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20% of Twin Cities metro roads are arterials

They carry 74% of the traffic

Source: The Metropolitan Council. A regional policy-making body, planning agency, and provider of essential services for the Twin Cities metropolitan region.

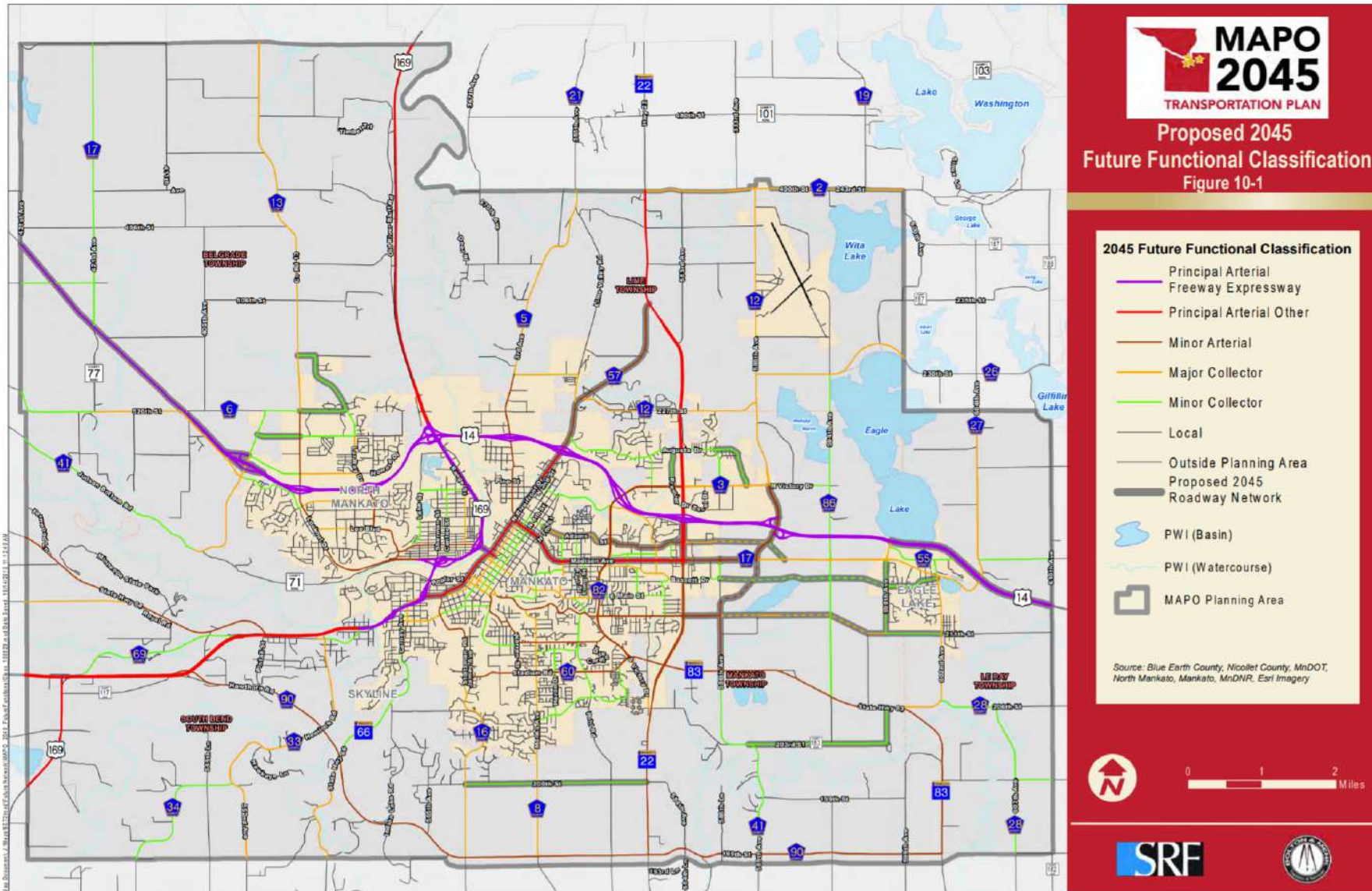
2011 MN Urban VMT Share by Road Classification



For Urban areas Statewide – these roads carry 78% of the traffic

- Interstate
- Other Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

VMT = Vehicle Miles Travelled



Sample Functional Classification Map

Based on number of miles, higher-level roads are a minor portion of the total road system, but carry the major portion of the traffic

Why Functional Classification is important to speed limit vision discussion

- Shows how road fits within entire system
- Influences design standards such as speed, access and geometry
- Higher level roads important part of road system as they move the highest number of vehicles
- Higher level road move more traffic and need higher speeds, access control, and more travel lanes to do so
- Access Reduces and Mobility Increases as level of road increases
- **Vision for speed limits should differ for roadways with different functions in the road system**