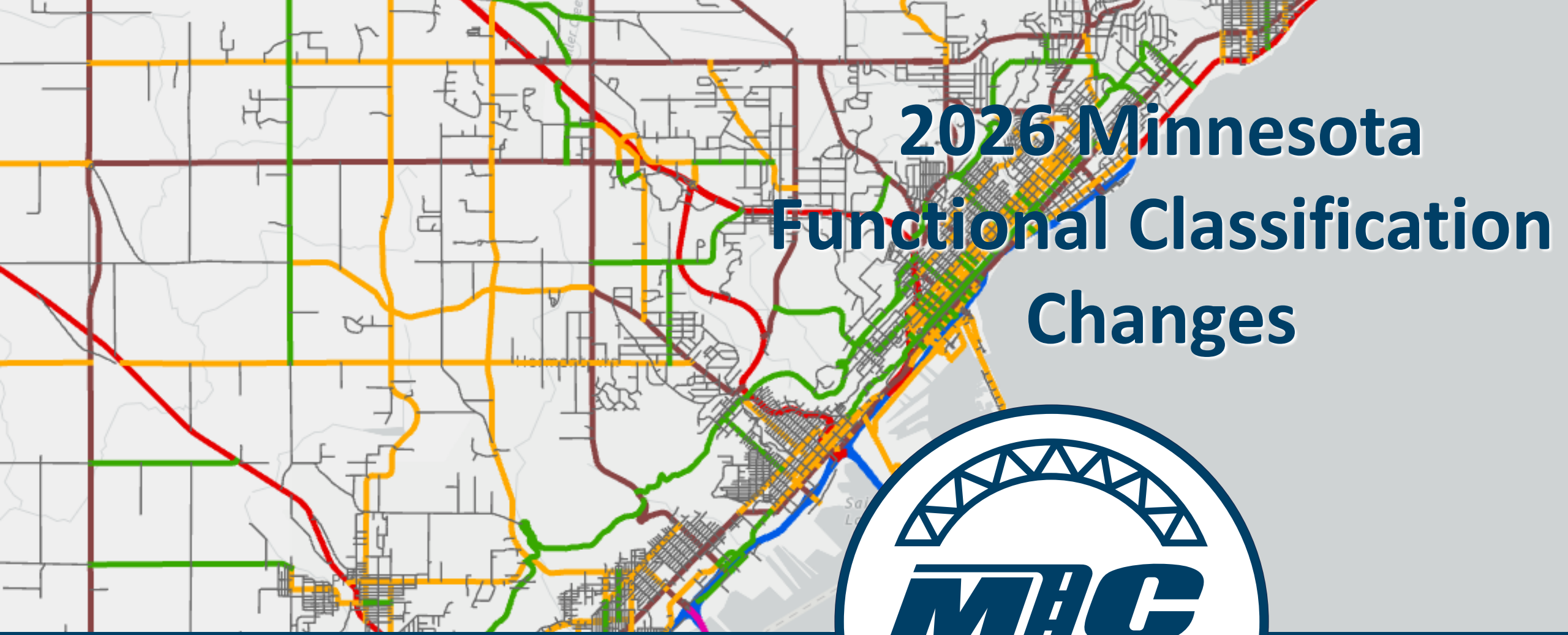




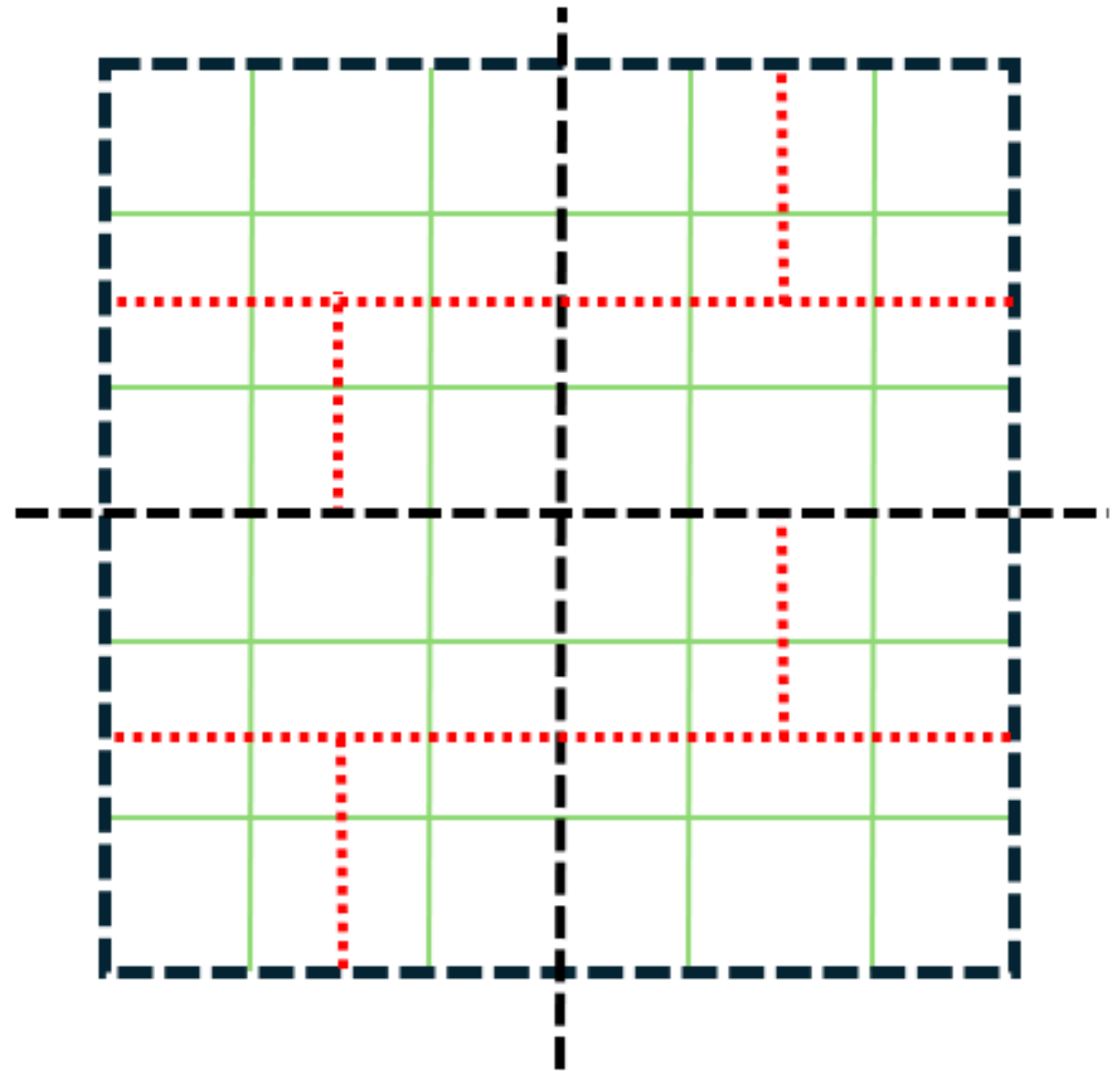
2026 Minnesota Functional Classification Changes



September 16, 2026
Presented to the MHC Policy Board

What is Functional Classification?

The grouping of streets and highways into classes according to how they are used, or the “character of service” they currently provide



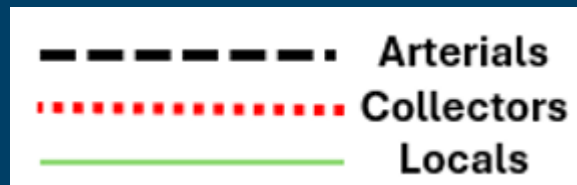
--- Arterials
... Collectors
— Locals

Image via:
[Maryland Department of Transportation](#)

Real World Example

Real road networks are not perfect square grids.

Fitting this onto real cities looks different



2 main principles of Functional Classification:

Access

AND

Mobility

Many driveways
and cross streets

Functional Classification

by approximate recommended percent of roadway miles

ACCESS

Local Roads (75%)

Collectors
(10%)

Minor

Major

Minor Arterials
(10%)

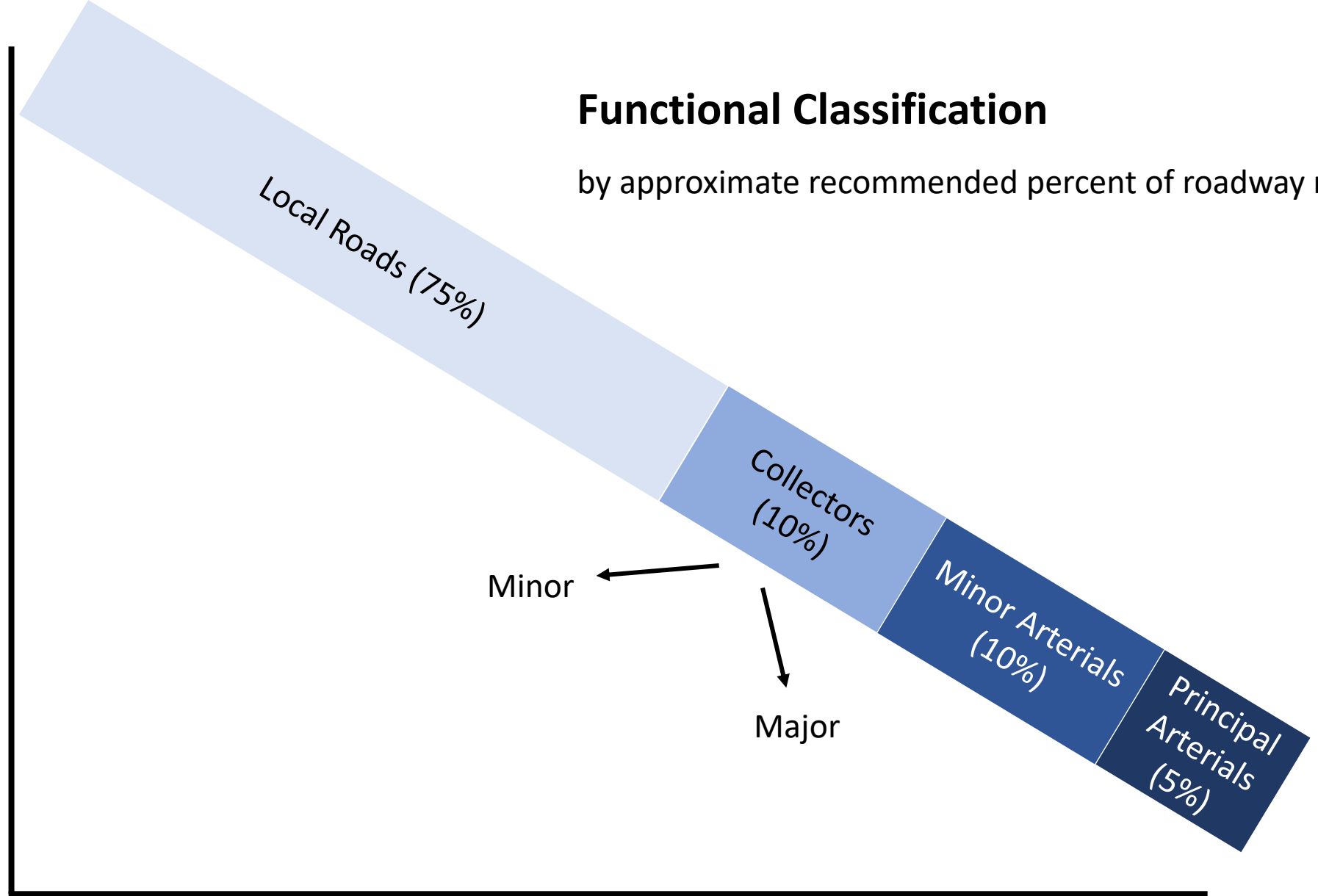
Principal
Arterials
(5%)

Minimal access points.
Only ramps or
interchanges

Low Traffic Volume
Low Speed

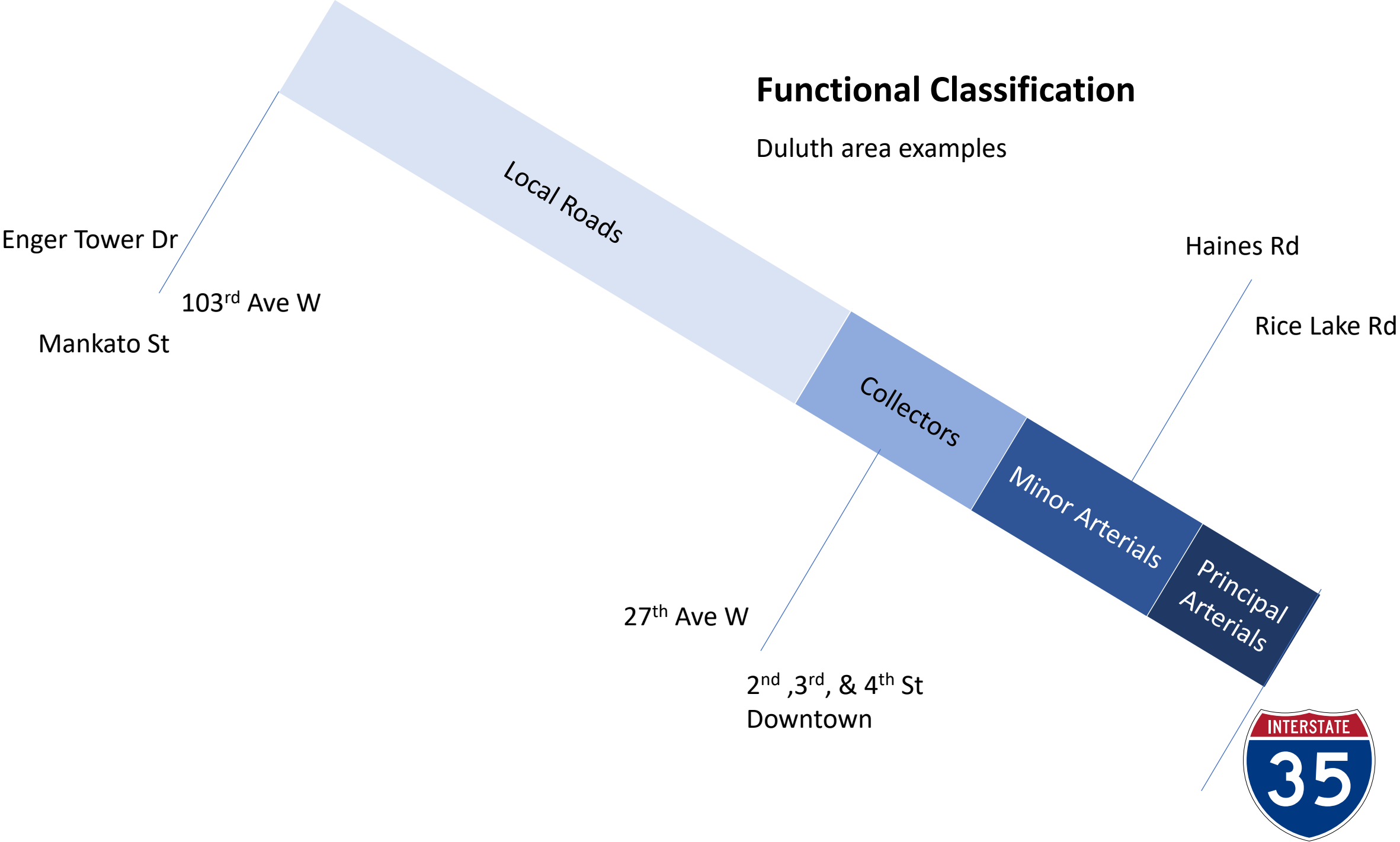
MOBILITY

High Traffic Volume
High Speed



Functional Classification

Duluth area examples



Connection to Funding & Design

Implications for federal and state funding

- Local roads are ineligible for federal highway funds
- To be included in the TIP, a roadway must be classified as Minor Collector or above

Implications for Design

- Functional classification can shape a jurisdiction's road design choices
 - Type of pedestrian & bike accommodations to include
 - Desired operating speed, lane width, median, intersection design

How the MLC applies Functional Classification

Functional Classification provides a system-wide view of how roads are operating and therefore what improvements are recommended

Example:

- Choosing appropriate types of bike and pedestrian facilities
- Prioritizing bike and pedestrian routes

Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these roads and calm traffic speeds to allow bicyclists of all skill levels to reach

Bike Plan (pg 2-7)

Functional classifications must describe how a road is operating now, rather than being set to how it should be

MnDOT Functional Classification Process

**MnDOT performs statewide review
approximately every 10 years**

Statewide review criteria based on FHWA
requirements

Last statewide review in 2015

What is Considered?

Minnesota Statewide Review Classification System

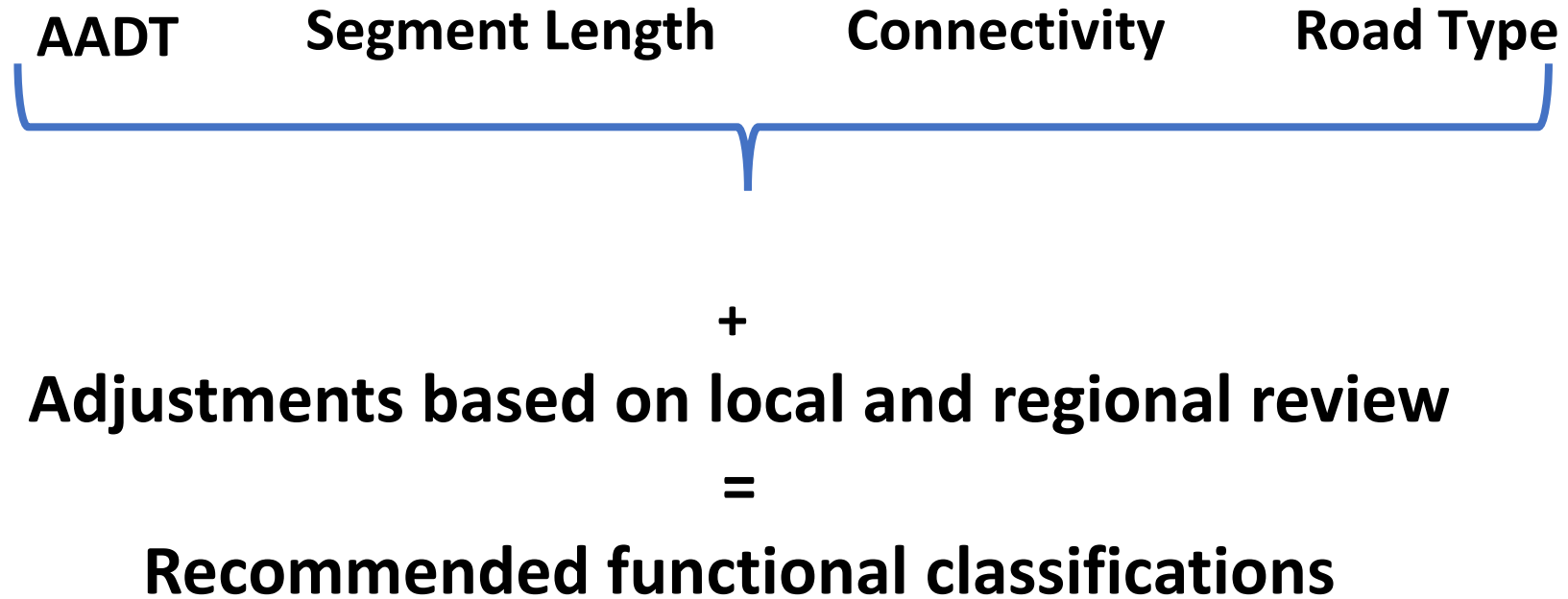
AADT

Segment Length

Connectivity

Road Type

Statewide Review Classification System



Summary of Recommended Changes

Functional Classification – MIC Area Roadways (MN)

- Conducted detailed review process (2025-2026)
- MnDOT, local jurisdiction staff, & MIC
- Identified **34** changes to recommend
 - **City of Duluth** – 17 road segments
 - **City of Hermantown** – 2 road segments
 - **St. Louis County (MIC area)** – 15 road segments

Featured Example

S 19th Ave W → Bent Paddle outdoor event space

2015 review



Recommendation: Major Collector

2025 review



Recommendation: remove from road network

2026 Changes: MIC Region

Open [Web map](#)

Duluth Area Functional Classification Changes

*TAC recommends approval and MIC staff requests a
motion:*

**Approve Duluth Area Functional Classification changes
as presented**

A solid orange horizontal bar spanning the width of the slide, located at the bottom.