

**Table D-3: Functional Classification System Criteria for Minor Arterials**

Criterion	Minor Arterial (“A” or “B”)	
	Urban	Rural
Place Connections	Provide supplementary connections to metro centers and regional business concentrations within the MUSA. Provide interconnection of major traffic generators within the metro centers and regional business concentrations.	Connect the MUSA with cities and towns in Minnesota outside the Twin Cities region. Interconnect rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.
Spacing	Metro centers and regional business concentrations: 1/4-3/4 mile. Developed area: 1/2-1 mile. Developing area: 1-2 miles.	Rural Areas: As needed, in conjunction with the major collectors, provide adequate interconnection of places identified in “Place Connections” criterion.
System Connections	To most Interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.	To most Interstate freeways and other principal arterials, other minor arterials and collectors, and some local streets.
Trip-Making Service	Medium-to-short trips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local and limited-stop transit trips.	
Management	Maintain the following minimum average speed during peak-traffic periods:  Metro centers and regional business concentrations - 15 mph.  Fully developed area - 20 mph.  Developing area - 30 mph.	Retain ability to meet urban speed objective if and when area urbanizes.
Mobility vs. Land Access*	Emphasis on mobility rather than on land access. Direct land access within the MUSA restricted to concentrations of commercial/ industrial land uses.	Emphasis on mobility rather than on land access.

\*The key objective is stated under “Management” heading in this table.

**Table D-4: Additional Criteria for “A” Minor Arterials**

Criteria	“A” Minor Arterial Categories			
	Relievers	Augmentors	Expanders	Connectors
Use	Provide direct relief for traffic on Metropolitan Highway Principal Arterials	Augment the Principal Arterial System within the I-494/I-694 Beltway	Provide connection between developing areas outside the beltway, connect principal arterials	Provide connection between rural town centers in the rural area
Location	Developed and developing areas within the MUSA and post-2030 long-term service area (LTSA)	Within the I-494 / I-694 Beltway	Outside the I-494 / I-694 Beltway within the MUSA or post-2030 long-term service area (LTSA)	In or near the seven county area, one end may be in the urban area
Trip Length	Medium length Trips less than 8 miles	Medium to long trips	Medium to long trips	Medium to long trips
Problem Addressed	Relief of parallel congested Principal Arterials	Serve Principal Arterial function where PAs don't exist	Accommodate added urban development	Improve the safety and directness of routes without continuous lane adds
Existing System	400 miles	200 miles	650 miles	680 miles

**Table D-5: Functional Classification System Characteristics for Minor Arterials**

Characteristics	Minor Arterial (“A” or “B”)	
	Urban	Rural
System Mileage	Suggested limits for principal arterials and minor arterials at 15-25% of system.	Suggested limits for principal arterials and minor arterials at 6-12% of system
Percent of Vehicle Miles Traveled	Suggested limits for principal arterials and minor arterials at 65-80% of system.	Suggested limits for principal arterials and minor arterials at 45-75% of system.
Intersections	Traffic signals and cross-street stops.	Cross-street stops.
Parking	Restricted as necessary.	Restricted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.
Management Tools	Traffic signal progression and spacing, land access management/control, preferential treatment for transit.	Land access management/control.
Vehicles Carried Daily	5,000-30,000	1,000-10,000
Posted Speed Limit	35-45 mph	Legal limit
Right-of-Way	60-150 feet	60-150 feet
Transit Accommodations	Preferential treatment where needed.	None.