

Table D-6: Functional Classification System Criteria for Collectors and Local Streets

Criterion	Collector		Local	
	Urban	Rural	Urban	Rural
Place Connections	Interconnect neighborhoods and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metro centers and regional business concentrations.	Provide supplementary interconnection among rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.	Interconnect blocks within residential neighborhoods and land parcels within commercial/industrial developments.	
Spacing	Metro centers and regional business concentrations: 1/8 - 1/2 mile. Fully developed are: 1/4 - 3/4 mile. Developing area: 1/2 - 1 mile	Rural Areas: As needed in conjunction with minor arterials, to provide adequate interconnection of places identified in "Place Connections" criterion. In addition, minor collectors should be designated at an average spacing of not less than 4 miles.	As needed to access land uses.	As needed to access land uses.
System Connections	Sometimes to Interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.	To a few minor arterials. To collectors and local roads.
Trip-Making Service	Short trips (1-4 miles depending on development density) at low-to-moderate speeds. Longer trips accessing the arterial network. Local transit trips.		Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.	
Mobility vs. Land Access	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.		Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.	Emphasis on land access, not on mobility. Direct land access predominantly to agricultural land uses.

Table D-7: Functional Classification System Characteristics for Collectors and Local Streets

Characteristics	Collector		Local	
	Urban	Rural	Urban	Rural
System Mileage	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-25%.	Suggested federal limitations: 65-80%.	Suggested federal limitations: 63-75%
Percent of Vehicle Miles Traveled	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-35%.	Suggested federal limitations: 10-30%.	Suggested federal limitations: 5-20%.
Intersections	Four-way stops and some traffic signals.	Local street traffic should be required to stop.	As required.	As required.
Parking	Restricted as necessary.	Unrestricted.	Permitted as necessary.	Permitted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.	Permitted as necessary.
Management Tools	Number of lanes, traffic signal timing, land access management.	Land access management.	Intersection control, cul-de-sacs, diverters.	
Vehicles Carried Daily	1,000-15,000	250-2,500	Less than 1,000	Less than 1,000
Posted Speed Limit	30-40 mph	35-45 mph	Maximum 30 mph	Maximum 30 mph
Right-of-Way	60-100 feet	60-100 feet	50-80 feet	50-80 feet
Transit Accommodations	Cross-sections and geometrics designed for use by regular-route buses.	None.	Normally used as bus routes only in nonresidential areas.	None.