



Development Services: Administrative Rule No. 423

Local Functional Street Classification System

Adopted: January 6, 2016

Revised: _____

ACRONYMS:

FFC:	Federal-Aid Functional Classification system
FHWA UZA:	Federal Highway Administration Urbanized Area
MDT:	Montana Department of Transportation
MPO:	Metropolitan Planning Organization

PURPOSE: The purpose of this rule is to provide a local functional classification system to designate functional classifications for local roadways (specifically collectors) within the City of Missoula that are not currently included in the Federal-Aid Urban System.

A local road functional classification system that supplements the Federal-Aid Urban System designations is intended to accomplish a number of objectives:

- Create a single reference source for roadway classifications within the City of Missoula and the FHWA UZA;
- Formalize existing, but un-adopted, City policy/practice related to road maintenance priorities; The Pavement Management System uses functional classifications as one of the factors in determining the maintenance strategies for each street;
- Provide information to the Permit Specialists - construction traffic control plans and advanced closure notification requirements are based on the functional classifications;
- Provide information to the Code Compliance staff, specifically the Excavation Inspectors – asphalt cutting fees and paving thicknesses are based on the functional classification;
- Formalize the MPO's methodology for modeling local streets in the Travel Demand Model (traffic model); and
- Provide a consistent methodology and procedure for classifying local collector streets and to accommodate future additions to the transportation network as growth and development occurs.

APPLICABILITY: Development Services and Public Works Departments.

DISCUSSION: Functional classification is a system of designating streets to recognize their primary function as an arterial, collector, or local road. Historically, the MPO has relied on the FFC administered by the MDT to determine and designate the functional classifications of roads within the UZA. However, these official designations were only made for roads that are part of the Federal-Aid Urban System, and did not include locally owned/maintained roads.

Not having a local classification system for roads that are not part of the Federal-Aid Urban System, specifically for collector streets, has presented some issues, particularly with regard to regulations in the City's Title 20 that limit certain types of development to only collector and arterial streets (e.g. mini

storage and casinos). In some cases it has been difficult for staff to consistently evaluate whether a proposed development could be located on a certain street because the Federal-Aid Urban System functional classification map was the only "official" map depicting designations, though many unclassified local roads could be considered collectors, and in fact have been considered as such in some unofficial City policies/procedures. At this time, only collector reclassifications are being considered so casino location is not an issue.

For example, the former City Public Works Department had previously developed an unofficial (not adopted) local functional classification system map to help prioritize road maintenance, such as paving and snow plowing, and in some instances this map would be referred to when evaluating development projects. Additionally, the City Subdivision Regulations establish criteria for functional classifications according to traffic volumes, and the MPO classifies roadways within its Travel Demand Model to properly calibrate and model the transportation network and how traffic flows through it.

While the MPO's classifications for the Travel Demand Model, the City's maintenance map, as well as the Subdivision Regulations, are largely consistent in terms of what has been considered a collector, it is recommended that a single reference map for all functional classifications be created and a clear methodology be developed for classifying local collector streets and potential local arterials, particularly as the community continues to grow and develop.

POLICY: The City Engineering Division of the Development Services Department shall be responsible for performing the evaluation of local roads for reclassification. Part of that evaluation process will involve working with the various City departments and agencies whose services will be affected by such reclassification. Owners/developers of property may request the City evaluate a particular road or street section for the purposes of reclassification to allow development.

Evaluation by City Staff - Any local road that is not part of the Federal-Aid Urban System shall be evaluated by City staff as a potential collector using the following criteria:

1. Does a segment of the street's existing traffic volume or future modeled volume fall within the range identified in the City Subdivision Regulations for Urban Collectors of 1,000 to 7,500?

If NO, then not a collector. If YES, then:

2. Does the street connect to an existing arterial or collector?

If NO, then not a collector. If YES, then:

3. Does the street's existing traffic volume or future modeled volume exceed 3,500?

If YES, then it is a collector. If NO, then look at the following characteristics, and based on context-sensitive judgment, determine if the street should be classified as a collector:

- Is the street a designated truck route?
- Is the street on the primary sidewalk network?
- Does the street connect to another collector or arterial street with bike lanes?
- Is the street a bus route?
- Is the street a primary fire route?
- Is the context of the adjacent land use supportive of a collector street? Does the street serve existing commercial uses?

Note: Not all of the above characteristics would need to be met, but should be used to help determine whether collector status is appropriate.

Owner/Developer Requests – Certain types of development, such as residential storage warehouses (mini-storage) in accordance with Title 20 Zoning regulations, must occur on roads classified as collectors or greater.

The owner/developer is responsible for the costs of and providing evidence that the street, or segment thereof, meets the collector criteria established above, including determination of existing traffic volumes. The procedures shall be:

1. Owner/developer submits a request to the City Engineer to consider classification to collector;
2. Traffic Services Division, following the guidelines of the 2013 FHWA Traffic Monitoring Guide, will collect traffic count data for a minimum of 1 week (7 consecutive days) during a time period between March through May or September through October, consistent with the Missoula Urban Count program in order to minimize seasonal factors, such as school traffic and weather.
3. Count location must represent near free-flow conditions.

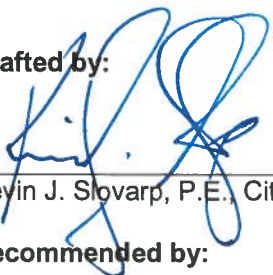
IMPACT ANALYSIS: Classifying a local street that meets the above criteria as a collector is intended to recognize the current function of the street, or the expected future function of the street based on current growth and development patterns. Reclassification will not “trigger” immediate changes or street reconstruction. Changes to the street, in terms of upgrading facilities to meet City Subdivision Regulations for a collector, would only occur when and if the entire corridor was going to be reconstructed. But, it should be noted that development occurring along locally identified collectors should make accommodations (adequate space and/or monetary commitment) in their site design for implementation of collector roadway design elements during site redevelopment.

Other changes that may occur upon reclassifying a local street to a collector include:

- Requiring additional public street closure notifications,
- Upgrading snow removal priority,
- Upgrading street sweeping priority,
- Consideration of truck route designation,
- Becoming a higher priority for bike and pedestrian facilities, where feasible, and
- Increasing pavement thickness when repaving occurs (to recognize greater use and wear and tear).

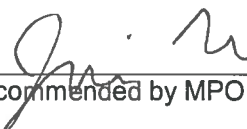
Reclassifying roads as collectors will provide the opportunity to incorporate additional facilities as needs arise or reconstruction occurs. Historical components, such as on Railroad Street, will be considered and taken in context of any future facilities being proposed.

Drafted by:



Kevin J. Slovark, P.E., City Engineer

Recommended by:



Recommended by MPO

Proofed and Prepared by:



Carla J. Krause, Special Services Administrator

Approved by:



Mike Haynes, Development Services Director

