

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, N.E.

Washington, D.C. 20002

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION FOR
THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the District Department of Transportation has proposed updates to the functional classification of highways that reflect the 2020 Census information for the District of Columbia, and

WHEREAS, in 2021, TPB staff provided an analysis of the existing functional classification of roadways in the District of Columbia, and in December 2024, again provided a detailed review and concurrence the attached updates.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the district of Columbia highway system functional classifications presented in the attached materials.

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

ROUTEID	ROUTENAME	Current FC	ChangedFC	FromStreet	ToStreet	Reason For Update (e.g. vehicle lanes reduced, parking lanes added, roadway widened, FC correction, etc.)	COG/TPB Recommendation (Sept 30, 2021)**	DDOT Concurrence	Final Recommendation
11000102	1ST ST NW	Collector	Local	G ST NW	H ST NW	Current major collector 1st Street NW between G Street and H Street is used for Government Printing Office (GPO) business only and does not provide connection to the collector system. It should be removed from the functional system.	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	L ST NW	M ST	Current major collector 4th Street NW is one-way southbound from M Street to L Street and is part of HPMS Section 1004017A which extends from D Street to M Street with both bi-directional and one-way portions. It is recommended that this section be split at the locations where it changes directionality. To maintain connectivity, changing the classification of the M Street to L Street portion of 4th Street	Yes	Yes	Yes
11000402	4TH ST NW	Collector	Minor Collector	ASPEN ST NW	CEDAR ST NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11000802	8TH ST NW	Collector	Minor Collector	D ST NW	I ST NW	These two one-way sections of 8th Street NW carry traffic for a short distance. While they provide connectivity to other collectors in the area, the short distance served indicates a minor collector designation.	Yes	Yes	Yes
11001002	10TH ST NW	Collector	Local	R ST NW	T ST NW/VERMONT AVE NW	This portion of 10th Street NW is one-way and carries less than 500 vehicles per day. Traffic volumes on this section have been very low for several years. This is a one-way street that only provides connectivity from major collector Vermont Avenue to minor arterial R Street	Yes	Yes	Yes
11001702	17TH ST NW	Minor Arterial	Minor Collector	NEW HAMPSHIRE AVE NW/SWANN ST NW	FLORIDA AVE NW	This portion of 17th Street NW is one-way from Florida Avenue to New Hampshire Avenue. South of New Hampshire Avenue, 17th Street NW is two-way and carries more traffic, there the minor arterial designation is more appropriate.	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Local	DECATUR ST NW	BLAGDEN AVE NW	Short portion of 17th Street NW with low volume	Yes	Yes	Yes
11001702	17TH ST NW	Collector	Minor Collector	BLAGDEN AVE NW	COLORADO AVE NW/Driveway-58012292	The volume on this section of 17th Street NW is higher, but it is a very short section. To maintain continuity of the collector system, it is recommended that 17th Street NW between Blagden Avenue and Colorado Avenue be reclassified as minor collector.	Yes	Yes	Yes
11002502	25TH ST NW	Local	Minor Collector	VIRGINIA AVE NW	NEW HAMPSHIRE AVE NW	The portion of 25th Street NW between Virginia Avenue and New Hampshire Avenue provides connectivity northbound from minor arterial Virginia Avenue to New Hampshire Avenue.	Yes	Yes	Yes
11002702	27TH ST NW	Local	Major Collector	VIRGINIA AVE NW/VIRGINIA AVE NW	K ST NW/WHITEHURST FWY NW/Ramp-36000182	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11003702	37TH ST NW	Local	Minor Collector	PROSPECT ST NW/SAINT MARYS PL NW	HEALY CIR NW/O ST NW	37th Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11004102	41ST ST NW	Local	Minor Collector	BENTON ST NW	CALVERT ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11004302	43RD ST NW	Collector	Minor Collector	JENIFER ST NW	MILITARY RD NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11009492	ALBEMARLE ST NW	Collector	Minor Collector	42ND ST NW	46TH ST NW	The character of the facility changes at major collector 42nd Street NW, with the western portion having a lower AADT	Yes	Yes	Yes
11014272	BEACH DR NW	Minor Arterial	Local	BROAD BRANCH RD NW	DEAD END	Beach Drive NW closes to vehicular traffic, the classification should be changed to local	Yes	Yes	Yes
11015472	BENTON ST NW	Local	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Collector	Minor Collector	BROAD BRANCH RD NW	LINNEAN AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11017482	BRANDYWINE ST NW	Local	Minor Collector	LINNEAN AVE NW	NEBRASKA AVE NW	This section of Brandywine Street NW provides access from major collector Linnean Avenue to principal arterial Nebraska Avenue and would provide connectivity.	Yes	Yes	Yes
11019632	BUTTERNUT ST NW	Collector	Minor Collector	BLAIR RD NW	GEORGIA AVE NW/MAIN DR NW	The short distances and low AADTs of these sections and the fact that Aspen Street NW is a parallel major collector, indicate that they should be classified as minor collectors.	Yes	Yes	Yes
11020022	CALVERT ST NW	Collector	Minor Collector	TUNLAW RD NW	41ST ST NW	To reflect the access and continuity that they provide to the Glover Park neighborhood	Yes	Yes	Yes
11024632	COLUMBIA RD NW	Collector	Local	PARK PL NW	Alley-47089012/Alley-47089052	Columbia Road NW between Park Place and Warder Street is a one block, one-way section of Columbia Road that only provides access from southbound minor arterial Park Place to northbound major collector Warder Street.	Yes	Yes	Yes
11028212	DECATUR ST NW	Collector	Local	14TH ST NW/Driveway-58016652	17TH ST NW	Decatur Street NW has a low traffic volume and speed humps.	Yes	Yes	Yes
11031852	EAST BEACH DR NW	Collector	Minor Collector	KALMIA RD NW	NORTH PORTAL DR NW	East Beach Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. East Beach Drive also have lower traffic levels	Yes	Yes	Yes
11034382	F ST NW	Collector	Minor Collector	NORTH CAPITOL ST BN	1ST ST NW	The short distance and low traffic volume indicate that this is functioning as a minor collector.	Yes	Yes	Yes
11042442	H ST NW	Collector	Local	NEW HAMPSHIRE AVE NW/Ramp-36000252	25TH ST NW	The portion of H Street NW west of New Hampshire Avenue does not connect to any non-local facilities	Yes	Yes	Yes
11047772	I ST NW	Local	Major Collector	Ramp-36000562	27TH ST NW	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11048552	IOWA AVE NW	Collector	Local	ARKANSAS AVE NW	DELAFIELD PL NW	Iowa Avenue NW between Arkansas Avenue and Decatur Street is one-way with truck restrictions and a low traffic volume	Yes	Yes	Yes
11049982	JENIFER ST NW	Collector	Minor Collector	43RD ST NW	WESTERN AVE NW	43rd Street NW are very short collector sections which are connected to each other and to minor arterials Western Avenue and Military Road. The AADT supports the collector classification, but the fact they penetrate neighborhoods and run for only a short distance suggests that these should be minor collectors	Yes	Yes	Yes
11050642	MORROW DR NW	Major Collector	Local	16TH ST NW/KENNEDY ST NW	JOYCE RD NW	If Beach Drive closes to traffic, DDOT should consider reclassifying Morrow Drive NW as local and keeping the local	Yes	Yes	Yes
11051022	KALMIA RD NW	Collector	Minor Collector	GEORGIA AVE NW	16TH STREET NW	Kalmia Drive NW provides connectivity over a longer distance between West Beach Drive and Eastern Avenue	Yes	Yes	Yes
11052972	KLINGLE RD NW	Collector	Local	PORTER ST NW/Ramp-36002172	WOODLEY RD NW	Klinge Road NW that are open to vehicular traffic do not provide connections to other collectors or arterials.	Yes	Yes	Yes
11053492	L ST NW	Local	Major Collector	PENNSYLVANIA AVE NW	DEAD END	Changing the classification of these short sections will preserve connectivity of the system and will better reflect the usage of these facilities.	Yes	Yes	Yes
11055962	LINNEAN AVE NW	Collector	Minor Collector	ALBEMARLE ST NW	32ND ST NW/BROAD BRANCH RD NW/NEVADA AVE NW	The distance served by this section of Linnean Avenue NW and the connection to other major collectors suggests that it operates as a collector, but the low AADT indicates that the minor collector designation may be more appropriate.	Yes	Yes	Yes
11056422	LOCUST RD NW	Collector	Local	13TH ST NW	16TH ST NW	Locust Road NW serves a residential area and does not connect to any collectors or arterials to the east and an AADT of 300 is very low.	Yes	Yes	Yes
11057852	M ST NW	Collector	Local	NEW YORK AVE NW	4TH ST NW	M Street NW is one-way westbound between New York Avenue and 4th Street and has a low traffic volume	Yes	Yes	Yes
11057852	M ST NW	Collector	Minor Collector	4TH ST NW	5TH ST NW	M Street NW is one-way eastbound from 4th Street to 5th Street, this section has a much higher volume	Yes	Yes	Yes
11057912	MACARTHUR BLVD NW	Principal Arterial	Minor Arterial	FOXHALL RD NW	DEAD END	This is a long-distance route, but the traffic volumes suggest that its usage is not as high and the main function of the road appears to fit that of a minor arterial	Yes	Yes	Yes
11065842	O ST NW	Local	Minor Collector	35TH ST NW	37TH ST NW/HEALY CIR NW	O Street be reclassified as minor collectors to maintain continuity of the system	Yes	Yes	Yes
11071562	PORTAL DR NW	Collector	Minor Collector	16TH ST NW	EAST BEACH DR NW	Portal Drive NW provide connectivity over a short distance between principal arterial 16th Street and collector Kalmia Drive. Portal Drive also have lower traffic levels	Yes	Yes	Yes
11072862	Q ST NW	Minor Arterial	Major Collector	FLORIDA AVE NW/Ramp-36003672	RHODE ISLAND AVE NW	Q Street NW between Florida Avenue and Rhode Island Avenue is a one-way street that provides connectivity between arterials over a short distance, it carries a small amount of traffic for a minor arterial.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	44TH ST NW/Alley-47050472	FOXHALL RD NW	Q Street NW to the east of Foxhall Road penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11072862	Q ST NW	Collector	Local	MACARTHUR BLVD NW	CLARK PL NW/POTOMAC AVE NW	Q Street NW to the west of MacArthur Boulevard also penetrates a residential area and is not connected to any other collectors or arterials.	Yes	Yes	Yes
11075272	RENO RD NW	Collector	Local	ORDWAY ST NW	34TH ST NW	This short section of Reno Road NW serves only the one-way traffic from local street Ordway Street to minor arterial 34th Street/Reno Road.	Yes	Yes	Yes
11089442	VERMONT AVE NW	Collector	Local	LOGAN CIR NW	12TH ST NW	This section of Vermont Avenue NW between 12th Street and Logan Circle carry one-way traffic in opposite directions. There can be no through traffic.	Yes	Yes	Yes
11090152	W ST NW	Local	Minor Collector	FOXHALL RD NW	MACARTHUR BLVD NW	This section of W Street NW provides connectivity between arterials MacArthur Boulevard and Foxhall Road.	Yes	Yes	Yes
11092102	WEBSTER ST NW	Collector	Local	ROCK CREEK CHURCH RD NW/Driveway-58012572	NEW HAMPSHIRE AVE NW	Webster Street from Rock Creek Church Road to 2nd Street carries a small amount of two-way traffic and 2nd Street to New Hampshire Avenue carries a very small amount of one-way traffic. There is no connectivity.	Yes	Yes	Yes
12000202	2ND ST NE	Local	Major Collector	K ST NE	L ST NE	Provides connectivity between collectors, there is no significant difference in the character of 2nd Street NE between K Street and L Street.	Yes	Yes	Yes

DETAILED CONCURRENCE OF RECOMMENDED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES DECEMBER 6, 2024

12000302	3RD ST NE	Collector	Minor Collector	HARRY THOMAS WAY NE/R ST NE	T ST NE	Relatively low volumes.	Yes	Yes	Yes
12000402	4TH ST NE	Local	Major Collector	FLORIDA AVE NE	NEW YORK AVE NE	Functions as a collector in the Union Market area and increased volumes.	Yes	Yes	Yes
12000902	9TH ST NE	Collector	Local	GIRARD ST NE/Driveway-58012092	MONROE ST NE	The volume along this section is very low, there is no connection to collectors the south, and there are truck weight and axle restrictions.	Yes	Yes	Yes
12001302	13TH ST NE	Minor Arterial	Major Collector	MICHIGAN AVE NE	RHODE ISLAND AVE NE	Lower volumes.	Yes	Yes	Yes
12003332	33RD PL NE	Local	Major Collector	SOUTH DAKOTA AVE NE/Driveway-58010312	FORT LINCOLN DR NE/MARKET ST NE	Provides connectivity from Fort Lincoln Drive to South Dakota Avenue, non-local routes.	Yes	Yes	Yes
12005002	50TH ST NE	Collector	Local	EAST CAPITOL ST BN	FITCH PL NE	Carries a very small amount of traffic and does not connect to a non-local route to the north.	Yes	Yes	Yes
12006302	63RD ST NE	Minor Arterial	Principal Arterial	SOUTHERN AVE NE	EASTERN AVE NE	Provides connectivity between principal arterials Martin Luther King Jr. Hwy (MD 704) in Prince George's County and East Capitol St/Central Avenue (MD 214).	Yes	Yes	Yes
12009882	ALLISON ST NE	Collector	Local	ALLISON ST NW/CLERMONT DR NE/HAWAII AVE NE	FORT TOTTEN DR NE	Provides connectivity for a short distance one-way from Hawaii Avenue/Clermont Drive to Fort Totten Drive. The usage is low at 1,537 vehicles.	Yes	Yes	Yes
12014042	BATES ROAD NE	Collector	Local	JOHN MCCORMACK RD NE	FORT TOTTEN DR NE	Bates Road NE has been gated and is a private road.	Yes	Yes	Yes
12017612	BRENTWOOD RD NE	Collector	Minor Collector	T ST NE/Driveway-58010222	9TH ST NE/V ST NE	Brentwood Road NE and provides one-way connectivity to the Brentwood Postal Facility. The AADT is fairly high so the collector designation is appropriate	Yes	Yes	Yes
12031982	EASTERN AVE NE	Minor Arterial	Minor Collector	SOUTHERN AVE NE	63RD ST NE	Relatively low volumes.	Yes	Yes	Yes
12043582	HARRY THOMAS WAY NE	Local	Minor Collector	ECKINGTON PL NE	3RD ST NE/R ST NE	Provides connectivity to other classified roads and is a primary truck/bus route.	Yes	Yes	Yes
12060252	MEADE ST NE	Local	Minor Collector	MINNESOTA AVE NE	51ST ST NE/DOEWOOD LN NE/EASTERN AVE NE/MANN ST NE	Provide collector access to the Deanwood neighborhood from the east and would provide a connection to the functional system.	Yes	Yes	Yes
12061622	MONTELLO AVE NE	Collector	Minor Collector	12TH ST NE/FLORIDA AVE NE/Ramp-36001002	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12074162	R ST NE	Collector	Minor Collector	2ND ST NE	3RD ST NE/HARRY THOMAS WAY NE	Relatively low volumes.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Principal Arterial	SOUTHERN AVE SE/EAST CAPITOL ST BN	63RD ST NE	Provides connectivity to proposed 63rd Street principal arterial change.	Yes	Yes	Yes
12081512	SOUTHERN AVE NE	Minor Arterial	Minor Collector	63RD ST NE	EASTERN AVE NE	Relatively low volumes.	Yes	Yes	Yes
12084562	T ST NE	Collector	Local	4TH ST NE	5TH ST NE	Designated as a major collector but it does not connect to any non-local streets to the east.	Yes	Yes	Yes
12084562	T ST NE	Local	Minor Collector	BRENTWOOD RD NE/Driveway-58010222	9TH ST NE	T Street NE, also one-way from Brentwood Parkway to 9th Street, should be designated a collector.	Yes	Yes	Yes
12086642	TRINIDAD AVE NE	Collector	Minor Collector	FLORIDA AVE NE	MOUNT OLIVET RD NE	A one-way low volume facility for a major collector.	Yes	Yes	Yes
12089112	VARNUM ST NE	Local	Minor Collector	MICHIGAN AVE NE	EASTERN AVE NE	Provides connectivity between arterials Eastern Avenue (East) and Michigan Avenue.	Yes	Yes	Yes
13000102	1ST ST SE	Minor Arterial	Major Collector	M ST SE	POTOMAC AVE SE	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
13000602	6TH ST SE	Collector	Minor Collector	ATLANTIC ST SE	4TH ST SE	Has low volume and does not provide much additional connectivity.	Yes	Yes	Yes
13001202	12TH ST SE	Local	Minor Collector	PENNSYLVANIA AVE SE	K ST SE/POTOMAC AVE SE	Would connect Potomac Avenue SE to the functional system.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Minor Collector	MARION BARRY AVE SE	W ST SE	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001302	13TH ST SE	Collector	Local	W ST SE	PLEASANT ST SE/Alley-47063382	Carries a small amount of traffic a short distance.	Yes	Yes	Yes
13001602	16TH ST SE	Local	Minor Collector	MARION BARRY AVE SE	W ST SE	Maintain connectivity the collector system.	Yes	Yes	Yes
13046732	HOWARD RD SE	Major Collector	Minor Collector	SUITLAND PKWY SE	FIRTH STERLING AVE SE	Volumes reduced from reconfiguration of street network.	Yes	Yes	Yes
13053492	L ST SE	Collector	Local	10TH ST SE/POTOMAC AVE SE	11TH ST SE	Does not function as a collector.	Yes	Yes	Yes
13063502	NAYLOR RD SE	Collector	Local	22ND ST SE/MINNESOTA AVE SE	25TH ST SE/Driveway-58016932	Carries a small amount of traffic a short distance and then becomes one-way.	Yes	Yes	Yes
13064282	NEW JERSEY AVE SE	Collector	Local	C ST SE	D ST SE	Closed to the public.	Yes	Yes	Yes
13071892	POTOMAC AVE SE	Collector	Local	8TH ST SE	10TH ST SE/L ST SE	Does not function as a collector.	Yes	Yes	Yes
13083462	SUITLAND RD SE	Collector	Minor Arterial	36TH ST SE/ALABAMA AVE SE	SOUTHERN AVE SE	Provides connectivity to minor arterials MD-218 in Prince George's County and Alabama Avenue SE.	Yes	Yes	Yes
13090152	W ST SE	Local	Major Collector	14TH ST SE	16TH ST SE	Supports a Metrobus Route and connectivity to 16th St.	Yes	Yes	Yes
14000202	2ND ST SW	Collector	Local	R ST SW	V ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14000402	4TH ST SW	Minor Arterial	Major Collector	M ST SW	P ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial.	Yes	Yes	Yes
14001202	12TH ST SW	Local	Major Collector	INDEPENDENCE AVE SW/Ramp-36004232	MAINE AVE SW	Provides connectivity between collectors and arterials.	Yes	Yes	Yes
14012972	BANNEKER CIR SW	Local	Major Collector	L'ENFANT PROMENADE SW	L'ENFANT PROMENADE SW	Provides connectivity to collectors	Yes	Yes	Yes
14020282	CANAL ST SW	Collector	Local	N ST SW	2ND ST SW/P ST SW	Does not connect to functional system to the north	Yes	Yes	Yes
14026912	D ST SW	Local	Minor Collector	2ND ST SW/Ramp-36001872	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
14026912	D ST SW	Collector	Local	VIRGINIA AVE SW	6TH ST SW	Does not connect to collector to the east	Yes	Yes	Yes
14028662	DELAWARE AVE SW	Collector	Local	M ST SW	CANAL ST SW	It carries very little traffic and is slated for pedestrian-first	Yes	Yes	Yes
14059452	MARTIN LUTHER KING JR AVE SW	Collector	Local	BLUE PLAINS DR SW	IRVINGTON ST SW	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14068382	P ST SW	Minor Arterial	Major Collector	SOUTH CAPITOL ST BN	4TH ST SW/ANACOSTIA RIVER TRAIL SW	Too short and the volume is too low to be considered an arterial	Yes	Yes	Yes
14074162	R ST SW	Local	Major Collector	POTOMAC AVE SW	2ND ST SW	Would connect collectors.	Yes	Yes	Yes
14079442	SHEPHERD PKWY SW	Collector	Local	BLUE PLAINS DR SW	DEAD END	Does not connect to a collector to the south of Blue Plains Dr.	Yes	Yes	Yes
14088462	V ST SW	Collector	Local	1ST ST SW	2ND ST SW	Carries very low traffic volume.	Yes	Yes	Yes
14089892	VIRGINIA AVE SW	Local	Minor Collector	2ND ST SW/Ramp-36000312	4TH ST SW	Connects to interstate ramps	Yes	Yes	Yes
15081252	SOUTH CAPITOL ST BN	Collector	Local	C ST SE/C ST SW	D ST SE/D ST SW	Closed to the public.	Yes	Yes	Yes
11010922A	ARIZONA AVE NW	Collector	Local	POTOMAC AVE NW	ARIZONA AVE NW/CAROLINA PL NW	Only connects to local streets to the west.	Yes	Yes	Yes
11068832A	PARK PL NW	Collector	Local	PARK PL NW	ROCK CREEK CHURCH RD NW	One-way street only providing access from major collector Rock Creek Church Road to southbound minor arterial Park Place	Yes	Yes	Yes

Government of the District of Columbia

Department of Transportation



Office of the Director

DECISION POINT MEMORANDUM

TO: Sharon Kershbaum, Director
Matthew Marou, Chief of Staff

THROUGH: John Thomas, Chief of Performance

FROM: Edward Carpenter, Civil Engineer, Strategic Asset Planning

DATE: September 4, 2024

SUBJECT: Approval of Recommended Functional Classification Changes.

Purpose:

This memo is intended to update the Director on the approval of the recommended changes resulting from the Functional Classification review carried out by the Metropolitan Washington Council of Governments (MWCOC).

Recommendation:

The list of locations recommended for change are in the attached Excel spreadsheet. With the Director's approval, the revised functional classification map will be presented for consideration and adoption by the National Capital Regional Transportation Planning Board.

Background / Context:

Federal regulations give the Federal Highway Administration (FHWA) the authority to require the District to classify all streets and highways within its boundaries into a hierarchical system of distinct groupings according to the character of service these roadways are intended to provide. These classifications are used in determining the eligibility of certain transportation projects within the District for Federal-Aid Highway program funding.

Federal law further states that: *"The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. . . The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification."* [CFR §470.105(b)].

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature

of this channelization process by defining the part that any road or street should play in serving the flow of trips through a highway network.

Additionally, in urban areas with a population of 50,000 or more inhabitants, federal statute 23 CFR, Section 134 requires that the region's Metropolitan Planning Organization (MPO) coordinate the development and maintenance of the functional classification system of roadways within its official planning boundary. Even though COG did the hard work, DDOT staff made the final decision. The document outlining COG's recommended changes was circulated to key DDOT staff for their comments and agreement. Any comments or concerns from DDOT staff were then relayed to COG for their responses. COG's responses were subsequently sent back to the respective individuals. It was agreed that COG's responses were satisfactory, and the final list of locations was finalized.

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Director's Response:

- Approved SK
- Approved w/Modifications* _____
- Not Approved _____
- Schedule Meeting _____
- Send to Deputy Mayor _____
- Other* _____

Chief of Staff Feedback

Director Feedback



MEMORANDUM

TO: Edward Carpenter, DDOT
FROM: Martha Kile, COG/TPB
THROUGH: Nicole McCall, COG/TPB, Mark Rawlings, DDOT
SUBJECT: District of Columbia Functional Classification Review
DATE: September 30, 2021

The purpose of this memorandum is to give an overview of the District of Columbia (DC, District) Functional Classification Review process and to provide an analysis of the existing functional classification of roadways in the District. The results of the initial city-wide review with emphasis on route spacing, connectivity, and system continuity can be found in Appendix I and the detailed ward-by-ward review of all roadways can be found in Appendix II.

INTRODUCTION

The District Department of Transportation (DDOT) has requested National Capital Region Transportation Planning Board (TPB) staff's assistance in conducting a Functional Classification Review of the District's roadway system.

The standard procedures for conducting functional classification reviews apply to all state DOTs in the U.S.; therefore, some of these procedures that apply to more suburban and rural areas will not be directly relevant to the more compact, 100 percent urban District of Columbia. In addition, there are some unique characteristics of the District's roadway system that should be considered when reviewing functional classification. Some of these include: vehicle restrictions (near governmental facilities) and event/evacuation routes.

DATA GATHERING

Much of the data gathering for this project was simplified by the publication of the DDOT Roadway Data Hub in November 2020. This online database is the definitive source for many of the roadway attributes used in this analysis, including: existing functional classification, Highway Performance Monitoring System (HPMS) Section ID, annual average daily traffic (AADT), bicycle lanes, National Highway System (NHS), existence of raised median, number of travel lanes, and section length. Additional spatial databases were acquired including truck restrictions and evacuation routes. Transportation Analysis Zones (TAZ) with demographic forecasts were used to identify traffic generators. Functional classification and AADT of connecting roadways in Maryland and Virginia were accessed through ArcGIS Online and mapped with the DC Data. Current functional classification of roadways in other cities including Baltimore, Boston, and Minneapolis was reviewed to check for consistency among comparable urban areas. The DDOT-Howard University Traffic Data Center was used to identify traffic counts at locations where HPMS counts do not exist. A spreadsheet developed by DDOT staff was used to identify roadway sections of particular concern during the ward-by-ward review. The sources for each of these databases are listed in Appendix VI.

GEOGRAPHIC INFORMATION SYSTEMS (GIS) AND MAPPING

Since 2003, there have been significant advances in GIS. The 2013 Federal Highway Administration (FHWA) Functional Classification Guidelines recommend extensive use of GIS for functional classification designation. It is now possible to combine multiple databases using GIS software to consider multiple factors in functional classification review. The availability and quality of spatially referenced transportation data has increased dramatically since the District of Columbia functional classification analysis was last completed in 2003. In addition, the existence of Google Maps allows for the use of StreetView to see the context without the need for a field visit.

TRAVEL CHARACTERISTICS OF ROADWAY FUNCTIONAL CLASSIFICATIONS

The information in this section was adapted from the 2013 FHWA Functional Classification Guidelines. Each classification of roadway is described below with respect to specific District of Columbia uses.

Principal Arterials serve a large percentage of travel between activity centers and travel to and from neighboring jurisdictions, they carry a large percentage of urban travel on a small percentage of roadway mileage. Principal Arterials interconnect throughout the system. The spacing of Arterials in urban areas is closely related to the trip-end density characteristics of activity centers in urban areas. However, in densely populated urban areas such as the District of Columbia, spacing of all route types is smaller and generally more consistent. Principal Arterials are divided into three categories, Interstates, Other Freeways and Expressways, and Other Principal Arterials.

Interstates are officially designated by the federal government. There are less than twelve miles of Interstate roadways in the District of Columbia. Like Interstates, Freeways and Expressways have directional travel lanes which are separated by a physical barrier, and their access and egress points are generally limited to on and off ramps. Interstates and Freeways and Expressways maximize mobility over access. In contrast, Other Principal Arterials provide mobility through an urban area but also provide access to the adjoining land uses. There are typically multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In the District of Columbia, the spacing between Principal Arterials in the downtown core is small and expands as population and employment density levels decrease.

Minor Arterials augment and offer connectivity to the higher Arterial system in urban areas such as the District of Columbia. Minor Arterials serve trips of moderate length and distribute traffic to smaller areas than Principal Arterials, they do not penetrate identifiable neighborhoods. In most cases, Minor Arterials will be located between Principal Arterials and are not typically spaced at intervals longer than one mile.

Collectors “collect” traffic from local roads and channel traffic to arterial roadways. Collectors serve both land access and traffic circulation in residential neighborhoods. Collectors are subdivided into Major and Minor Collectors. This stratification is new for urban areas. When the collector designation was split into major and minor collectors, all of the current collectors in the District were automatically assigned the major collector designation. The difference between major and minor collectors is subtle. Both penetrate residential neighborhoods, but major collectors tend to cover a greater distance than minor collectors. Major collectors are more likely to include controlled intersections than minor collectors. FHWA does not indicate traffic volume ranges for major versus minor collectors, but it is assumed that major collectors generally carry more traffic than minor collectors.

As part of this functional classification review, the functional classification maps of Boston MA, Baltimore MD, and Minneapolis MN were reviewed to see how those cities have implemented the new collector stratification. The FHWA has guidelines for mileage and VMT by functional classification for urban states, but the District of Columbia as a city, is likely to have a functional system more similar to other cities than to urban states. This functional classification review seeks to identify both major and minor collectors. Currently defined major collectors that cover a short distance or have a low AADT but provide connections to the functional system are recommended to be reclassified as minor collector. Current local streets that provide connections to the functional system but with unknown traffic volumes are recommended to be classified as a minor collector. This review does not result the larger percentage of minor collector mileage than major collector mileage that is expected of states, but it is consistent with what was observed in the other cities reviewed.

Locally classified roads account for the largest percentage of all roadways in terms of mileage. Local roads carry no through traffic movements. For many years, Local roads in the District have been assigned a default AADT of 2,000. Because many actual traffic volumes observed on Collectors are below the 2,000 vehicle threshold, it is recommended that this default be reevaluated by DDOT staff.



National Capital Region
Transportation Planning Board

The following table was adapted from the 2013 FHWA Functional Classification Guidelines and was used to assess the functional classification designations of roadways in the District of Columbia.

Travel Characteristic	Interstates	PA – Other Freeways & Expressways	Other Principal Arterials	Minor Arterials	Major Collectors	Minor Collectors	Locals
Distance Served	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Distance between Routes	Longest	Long	Long	Medium	Medium	Shorter	Shortest
Usage (AADT)	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000	1,100 - 6,300		80 - 700
Number of Travel Lanes	Most	Many	Many	Medium	Medium	Fewer	Few
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled
Speed Limit	High	High	Moderate	Moderate	Medium	Lower	Low
Significance	Regional	Regional	Regional	Mixed	Local		Local
Connectivity	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Connect to other Arterials	Provide connectivity to arterials, collectors, and locals		Connects to arterials, collectors, and locals
Medians	Medians	Medians	Medians/No Medians	Medians/No Medians	No Medians		No Medians
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided	Undivided		Undivided



SYSTEM CONTINUITY

The roadway system is an interconnected network of facilities channeling traffic in both directions from Arterials to Collectors, then to Locals and back again. A roadway of a higher classification should not connect to a single roadway of a lower classification. Arterials should only connect to other Arterials. Collectors connect to Arterials or other Collectors. Arterials and Collectors should connect on both ends to non-local roads. Functional classification designations should not change abruptly at state boundaries without a corresponding change in traffic behavior. Local Roads can connect to any type of roadway. In some locations in the District, several roads come together at single intersection, but collectors do not appear to connect to other collectors or arterials. These locations are noted even if no functional classification change is recommended.

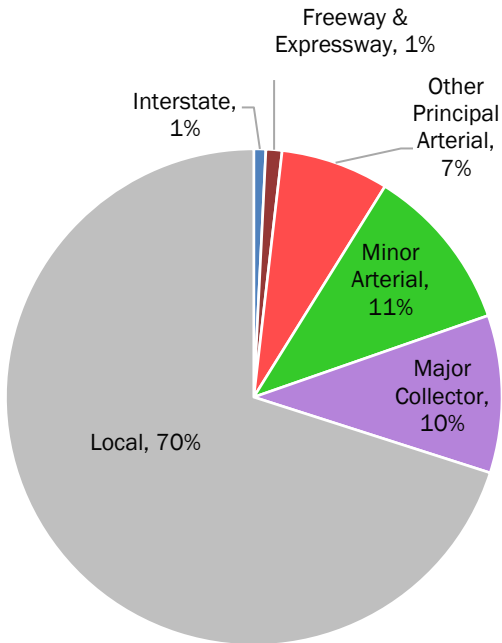
USAGE AND VEHICLE MILES TRAVELED

In urban areas, Arterials typically account for more than half of the daily vehicle miles of travel (VMT) but only a total of about 20 percent of road mileage. Local roadways normally make up the vast majority of road miles in urban areas, but usually account for less than 25 percent of VMT. Collectors are in the middle, with Major and Minor Collectors each accounting for seven to thirteen percent of mileage and VMT. The table and charts below compare the recommended mileage, VMT, and AADT levels with those in the District with the current functional classification and with the functional classification if all recommendations in this document are accepted. The District's levels are close to or within the recommended ranges, with the exception of Minor Collectors. The District currently does not have any Minor Collectors identified. The VMT levels for Major Collectors are within the recommended ranges but are low for all Collectors. The ward-by-ward review identified some roadways that should be considered for reclassification as minor collectors. While the recommended changes do not approach the 7 to 13 percent of minor collectors for states recommended by FHWA, the shares are consistent with collectors identified in other urban areas.

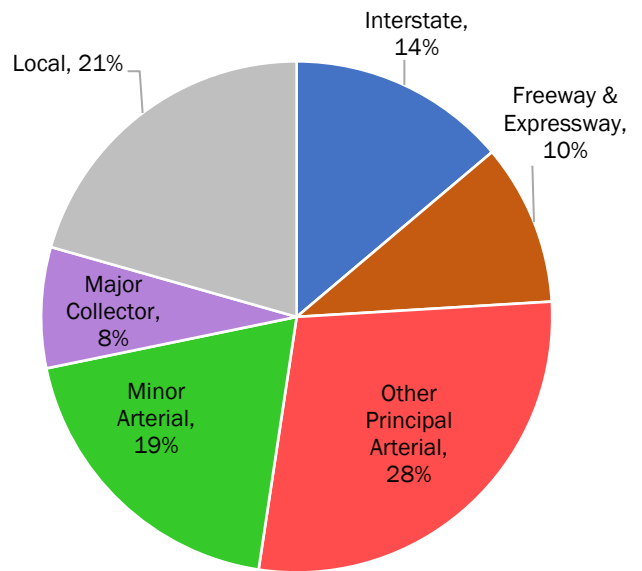
	FHWA Recommended Mileage	DC Mileage		FHWA Recommended VMT	DC VMT		Average 2019 DC AADT	
		Current	With Changes		Current	With Changes	Current	With Changes
Interstate	1%-2%	1%	1%	17%-30%	14%	14%	130,219	130,219
Freeway & Expressway	0%-2%	1%	1%	3%-18%	10%	10%	66,441	66,441
Other Principal Arterial	4%-5%	7%	7%	17%-29%	28%	28%	26,113	26,408
Minor Arterial	7%-12%	11%	11%	15%-22%	19%	20%	12,097	12,207
Major Collector	7%-13%	10%	10%	7%-13%	8%	7%	4,986	5,288
Minor Collector	7%-13%	0%	1%	7%-13%	0%	1%	---	2,345
Local	67%-76%	70%	69%	6%-24%	21%	20%	2,000	1,990

Current Functional Classification

2019 Mileage

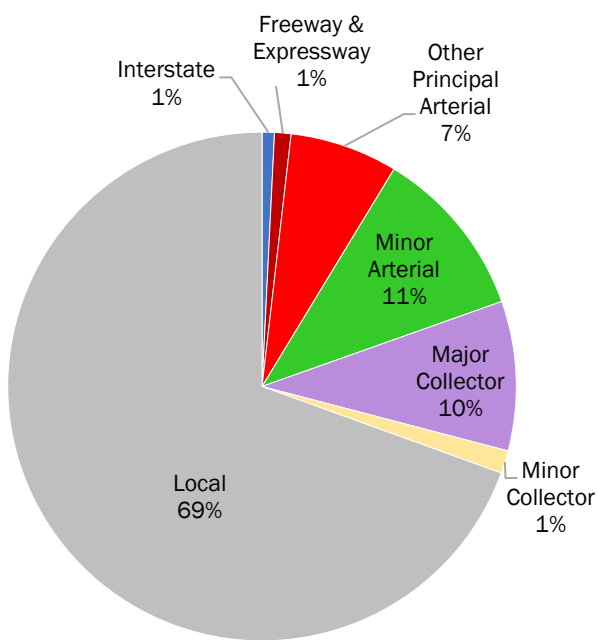


2019 VMT

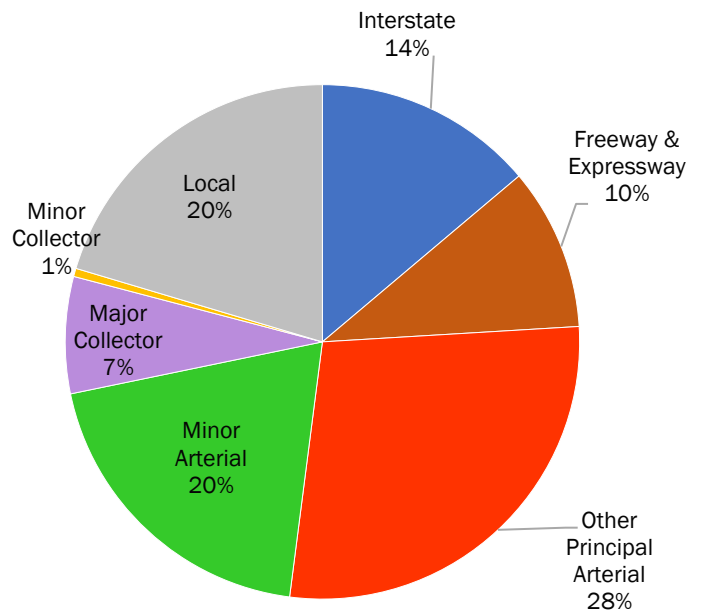


Functional Classification with Recommended Changes

2019 Mileage



2019 VMT



RECOMMENDATIONS

The review of existing functional classification was done in two phases. The first phase included the overall city-wide review with emphasis on route spacing, connectivity, and system continuity. The detailed results of Phase 1 can be found in Appendix I. The second phase was a detailed ward-by-ward review of all roadways. This included specific areas of concern that were identified by DDOT staff. A list of these specific concerns can be found in Appendix III. The recommendations from the Phase 2 ward-by-ward review can be found in Appendix II. Detailed discussions for each recommendation are accompanied by maps with blue arrows indicating the roadway segments of concern. When a functional classification change is recommended for consideration, there are two maps shown, one showing the current functional classification, and one showing the functional classification if the change is made. Each area reviewed will have three possible recommendations, 1) Change the functional classification (a roadway clearly is functioning as a different class than assigned), 2) Consider changing the functional classification (the evidence for a change is less compelling or conflicting, there may be arguments for change and for maintaining the current classification), 3) Make no change (no compelling evidence to support a change).

NEXT STEPS

DDOT staff have previously reviewed a draft of this memorandum, comments on the draft can be found in Appendix V. This document is now finalized and DDOT staff should carefully review each of the recommendations contained within. FHWA guidelines state that functional classification reviews should assess the current operating status of roadways rather than the future plans for roadway segments. Every effort was made to follow the FHWA guidelines to determine the current functionality for each roadway segment reviewed. DDOT staff are the experts on the specific roadways of the District of Columbia and thus will have extensive knowledge of each unique roadway segment so are well suited to make informed decisions. Appendix IV contains some preliminary comments that were received from DDOT staff after Phase 1 - the initial city-wide review. These can be used, together with the comments in Appendix V, as a jumping-off point for DDOT staff to use to begin discussions of these recommendations. A task force should be convened to collaboratively decide on what action to take on each recommendation. It is during this process that DDOT staff should examine safety and Complete Streets considerations when reviewing the current and recommended functional classification of roadways. It is estimated that this review and decision-making process will last for several months and may include collaboration with outside agencies such as Maryland DOT and the US National Park Service. Once agreement is reached among DDOT staff, the recommended changes should be delivered to the TPB and then to the FHWA for approval.

Table of Roadway Sections Reviewed and Recommendations

Roadway Name	Current Functional Classification	Recommended Action	Location Number
City-Wide Index Map			Index
Suitland Rd NE	Major Collector	Reclassify as Minor Arterial	I.1
63rd Street NE	Minor Arterial	Reclassify as Principal Arterial	I.2
63rd Street SE	Minor Arterial	Reclassify as Principal Arterial	I.2
Southern Ave	Minor Arterial	Reclassify as Principal Arterial	I.2
Blair Rd NW	Major Collector	Consider reclassifying as Minor Arterial	I.3
River Rd NW	Minor Arterial	Keep Minor Arterial Classification	I.4

Roadway Name	Current Functional Classification	Recommended Action	Location Number
Massachusetts Avenue NW	Principal Arterial	Keep Principal Arterial Classification	I.5
MacArthur Blvd NW	Principal Arterial	Consider reclassifying as Minor Arterial	I.6
Ward 1 Index Map			Ward 1
10th Street NW	Major Collector	Reclassify as Local	W1.1
Columbia Road NW	Major Collector	Reclassify as Local	W1.2
Park Place NW	Major Collector	Reclassify as Local	W1.3
Rock Creek Church Road	Major Collector	Keep Major Collector Classification	W1.3
Mount Pleasant St NW	Major Collector	Consider reclassifying as Minor Arterial	W1.4
Columbia Road NW	Minor Arterial	Keep Minor Arterial Classification	W1.5
17th Street NW	Minor Arterial	Reclassify as Minor Collector	W1.6
Ward 2 Index Map			Ward 2
Vermont Avenue NW	Major Collector	Reclassify as Local	W2.1
Waterside Dr NW	Major Collector	Keep Major Collector Classification	W2.2
P Street NW	Major Collector	Consider reclassifying as Minor Arterial	W2.3
8th Street NW	Major Collector	Reclassify as Minor Collector	W2.4
Buckeye Drive, Ohio Drive, E Basin Drive	Local	Consider reclassifying as Minor or Major Collector	W2.5
L Street NW, 27th Street NW, I Street NW	Local	Reclassify as Major Collector	W2.6
Prospect Street NW	Major Collector	Keep Major Collector Classification	W2.7
37th Street NW O Street NW	Local	Reclassify as Minor Collector	W2.7
H Street NW	Major Collector	Reclassify as Local	W2.8
25th Street NW	Local	Reclassify as Minor Collector	W2.8
Ward 3 Index Map			Ward 3
Jenifer Street NW 43rd Street NW	Major Collector	Reclassify as Minor Collector	W3.1
Linnean Avenue NW	Major Collector	Reclassify as Minor Collector	W3.2
Albemarle Street NW	Major Collector	Reclassify as Minor Collector	W3.3
Brandywine Street NW	Major Collector	Reclassify as Minor Collector	W3.4
Brandywine Street NW	Local	Reclassify as Minor Collector	W3.4
Porter Street NW	Major Collector	Reclassify as Local	W3.5
Reno Road NW	Major Collector	Reclassify as Local	W3.6
Kling Road NW	Major Collector	Reclassify as Local	W3.7
Calvert Street NW	Minor Arterial	Keep Minor Arterial Classification	W3.8
Calvert Street NW	Major Collector	Reclassify as Minor Collector	W3.8
41st Street NW Benton Street NW	Local	Reclassify as Minor Collector	W3.8
Q Street NW	Major Collector	Reclassify as Local	W3.9
Arizona Avenue NW	Major Collector	Reclassify as Local	W3.10
W Street NW	Local	Reclassify as Minor Collector	W3.11

Ward 4 Index Map			Ward 4
Locust Road NW	Major Collector	Reclassify as Local	W4.1
Kalmia Road NW	Major Collector	Keep Major Collector Classification	W4.2
Portal Drive NW East Beach Drive NW	Major Collector	Reclassify as Minor Collector	W4.2
Butternut Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W4.3
Geranium Street NW	Local	Consider reclassifying as Minor Collector	W4.4
Gallatin Street NW	Local	Consider reclassifying as Minor Collector	W4.5
Decatur Street NW 17th Street NW	Major Collector	Reclassify as Local	W4.6
17th Street NW	Major Collector	Reclassify as Minor Collector	W4.6
Iowa Avenue NW	Major Collector	Reclassify as Local	W4.7
Iowa Avenue NW	Major Collector	Keep Major Collector Classification	W4.7
Sheridan Street NW	Local	Consider reclassifying as Minor Collector	W4.8
Webster Street NW	Major Collector	Reclassify as Local	W4.9
Beach Drive NW	Minor Arterial	Keep Minor Arterial Classification unless road is closed to traffic	W4.10
Morrow Drive NW	Major Collector	Keep Major Collector Classification unless road is closed to traffic	W4.10
Joyce Road NW	Local	Reclassify as Major Collector unless road is closed to traffic	W4.10
Ward 5 Index Map			Ward 5
John McCormack Road NE	Major Collector	Keep Major Collector Classification	W5.1
Bates Road	Major Collector	Determine status of Bates Road and either keep Major Collector Classification or reclassify as Local	W5.1
Puerto Rico Avenue NE	Major Collector	Keep Major Collector Classification	W5.2
Buchanan Street NE	Major Collector	Reclassify as Minor Collector	W5.2
Galloway Street NE	Local	Consider reclassifying as Minor Collector	W5.3
Allison Street NE	Major Collector	Reclassify as Local	W5.4
Varnum Street NE	Local	Reclassify as Minor Collector	W5.5
9th Street NE	Major Collector	Reclassify as Local	W5.6
Montana Avenue NE	Major Collector	Consider reclassifying as Minor Arterial	W5.7
Fort Lincoln Drive NE	Major Collector	Keep Major Collector Classification	W5.8
33rd Place NE	Local	Reclassify as Major Collector	W5.8
Harry Thomas Way NE	Local	Reclassify as Minor Collector	W5.9
3rd Street NE R Street NE	Major Collector	Reclassify as Minor Collector	W5.9
T Street NE	Major Collector	Reclassify as Local	W5.9
Brentwood Road	Major Collector	Reclassify as Minor Collector	W5.10
T Street NE	Local	Reclassify as Minor Collector	W5.10
Montello Avenue NE Trinidad Avenue NE	Major Collector	Reclassify as Minor Collector	W5.11

Maryland Avenue NE	Major Collector	Keep Major Collector Classification	W5.12
M Street NE	Local	Reclassify as Minor Collector	W5.12
Ward 6 Index Map			Ward 6
Q Street NW	Minor Arterial	Reclassify as Major Collector	W6.1
M Street NW	Major Collector	Reclassify as Local	W6.2
M Street NW 4th Street NW	Major Collector	Reclassify as Minor Collector	W6.2
2nd Street NE	Local	Reclassify as Major Collector	W6.3
L Street NE	Major Collector	Keep Major Collector Classification	W6.3
1st Street NW	Major Collector	Reclassify as Local	W6.4
F Street NW	Major Collector	Reclassify as Minor Collector	W6.5
C Street NW	Major Collector	Keep Major Collector Classification	W6.6
South Capitol Street New Jersey Avenue SE	Major Collector	Reclassify as Local	W6.7
D Street SW	Major Collector	Reclassify as Local	W6.8
D Street SW Virginia Avenue SW	Local	Reclassify as Minor Collector	W6.8
12th Street SW	Local	Reclassify as Major Collector	W6.9
Banneker Circle SW	Local	Reclassify as Major Collector	W6.10
L'Enfant Promenade SW	Major Collector	Keep Major Collector Classification	W6.10
Canal Street SW Delaware Avenue SW	Major Collector	Reclassify as Local	W6.11
V Street SW 2nd Street SW	Major Collector	Reclassify as Local	W6.12
R Street SW	Local	Reclassify as Major Collector	W6.12
P Street SW 4th Street SW 1st Street SE	Minor Arterial	Reclassify as Major Collector	W6.13
17th Street NE 17th Street SE	Minor Arterial	Consider reclassifying as Major Collector	W6.14
C Street NE	Minor Arterial	Keep Minor Arterial Classification	W6.15
11th Street SE	Minor Arterial	Keep Minor Arterial Classification	W6.16
Potomac Avenue SEL Street SE,	Major Collector	Reclassify as Local	W6.17
Potomac Avenue SE	Major Collector	Keep Major Collector Classification	W6.18
12 th Street SE	Local	Reclassify as Minor Collector	W6.18
Ward 7 Index Map			Ward 7
Meade Street NE	Local	Reclassify as Minor Collector	W7.1
Minnesota Avenue NE	Major Collector	Keep Major Collector Classification	W7.1
50th Street NE	Major Collector	Reclassify as Local	W7.2
Anacostia Avenue NE East Capitol Street NE Kenilworth Avenue NE 36th Street NE	Local	Reclassify as Minor Collector	W7.3
51st Street SE	Major Collector	Reclassify as Minor Collector	W7.4
Eastern Avenue and Southern Avenue	Minor Arterial	Reclassify as Minor Collector	W7.5

Ward 8 Index Map			Ward 8
Naylor Road SE	Major Collector	Reclassify as Local	W8.1
S Street SE	Local	Consider reclassifying as Minor Collector	W8.1
W Street SE	Local	Reclassify as Major Collector	W8.2
16 Street SE	Local	Reclassify as Minor Collector	W8.2
13th Street SE	Major Collector	Reclassify as Local, Minor Collector	W8.2
Howard Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.3
Sumner Road SE	Local	Consider reclassifying as Minor Collector	W8.4
Stanton Road SE	Major Collector	Consider reclassifying as Minor Collector	W8.4
Morris Road SE Erie Street SE Fort Place SE Bruce Place SE Ainger Place SE	Local	Consider reclassifying as Minor Collector	W8.5
Bruce Place SE	Local	Consider reclassifying as Minor Collector	W8.6
6th Street SE	Major Collector	Reclassify as Minor Collector	W8.7
Martin Luther King Jr. Avenue SW	Major Collector	Reclassify as Local	W8.8
Shepherd Parkway SW	Major Collector	Reclassify as Local	W8.9

