

STREET CLASSIFICATION

2.1 GENERAL

Streets and highways are functionally classified according to the character of service they are intended to provide. This classification recognizes that individual roads and streets do not serve travel independently. Rather, most travel involves movements through networks of roads and can be categorized relative to such networks in a logical and efficient manner. Thus, functional classifications of roads and streets is also consistent with categorization of travel. The three major functional classifications for urbanized areas are Arterials, Collectors, and Local Streets and are consistent with American Association of State Highway and Transportation Officials (AASHTO).

The information contained in this section is based on AASHTO criteria. The Project Engineer should use the various AASHTO publications and particularly the 1994 AASHTO "Green Book" to verify the application of values provided herein when complex design conditions or unusual situations occur.

2.2 ARTERIAL STREETS

1. Major/Principal Arterial (Primary Highway Extensions) - The major/principal arterials serves the major center of activities of urbanized areas, the highest traffic volume corridors, the longest trip, and carries a high proportion of a total urban travel on a minimum of mileage. The system should be integrated both internally and between major rural connectors. The major/principal arterial system carries most of the trips entering and leaving the area as well as most of the through movements bypassing the central City. In addition, significant intra-area travel such as central business districts and outlining residential areas between major inter-City communities and between major suburban centers are served by principal arterials. Frequently, the major/principal arterial carries important intra-urban as well as inter-City bus routes. Finally, in urbanized areas, this system provides continuity for all rural arterials. Access to the principal arterial is specifically limited in order to provide maximum capacity and through movement mobility. Although, no firm spacing rule applies in all or even in most circumstances, the spacing between principal arterials may vary from less than one mile in highly developed central areas to five miles or more in developed urban fringes.
2. Minor Arterial (Primary and Non-Primary) - The non-primary arterial inter-connects with and augments the principal arterial system. It accumulates trips of moderate length at somewhat lower level of through movement mobility than principal arterials. This system places more emphasis on land access but still has specific limits on access points. A minor arterial may carry local bus route and provide inter-community continuity but ideally does not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where such connections have not been classified as urban principal arterials. The spacing of minor arterials may vary from 1/8 to 1/2 mile in highly developed areas to 2 miles in suburban fringes but is not normally more than 1 mile in fully developed areas.

2.3 COLLECTOR STREETS

1. Major Collector - This type of street provides for movement of traffic between arterials routes and minor collectors and may at moderately lower speeds collect traffic from local streets and residential and commercial areas. A major collector has control of access to abutting properties with a majority of access at local street connections. Normally, a slightly higher emphasis is placed on through movements than direct land access.
2. Minor Collector - This type of street provides movement of traffic between major collector routes and residential and commercial local streets as well as providing access to abutting property at moderate low speeds. Consideration for through movements and direct land access is normally equal.

2.4 LOCAL STREETS

The local street provides for the movement of traffic between collectors and residential and commercial areas. Local streets provide the direct access to abutting residential and commercial property and carries low traffic volumes at low speeds on relatively short trips. Certain Jurisdictions allow private streets in specific situations. Private streets are similar to the local streets but generally are located on dead-end roads less than 250 foot in length, short loop streets less than 600 feet in length or frontage roads parallel to public streets. Design criteria for local private streets are not included in this manual. The Jurisdiction should be contacted to determine if they are allowed.