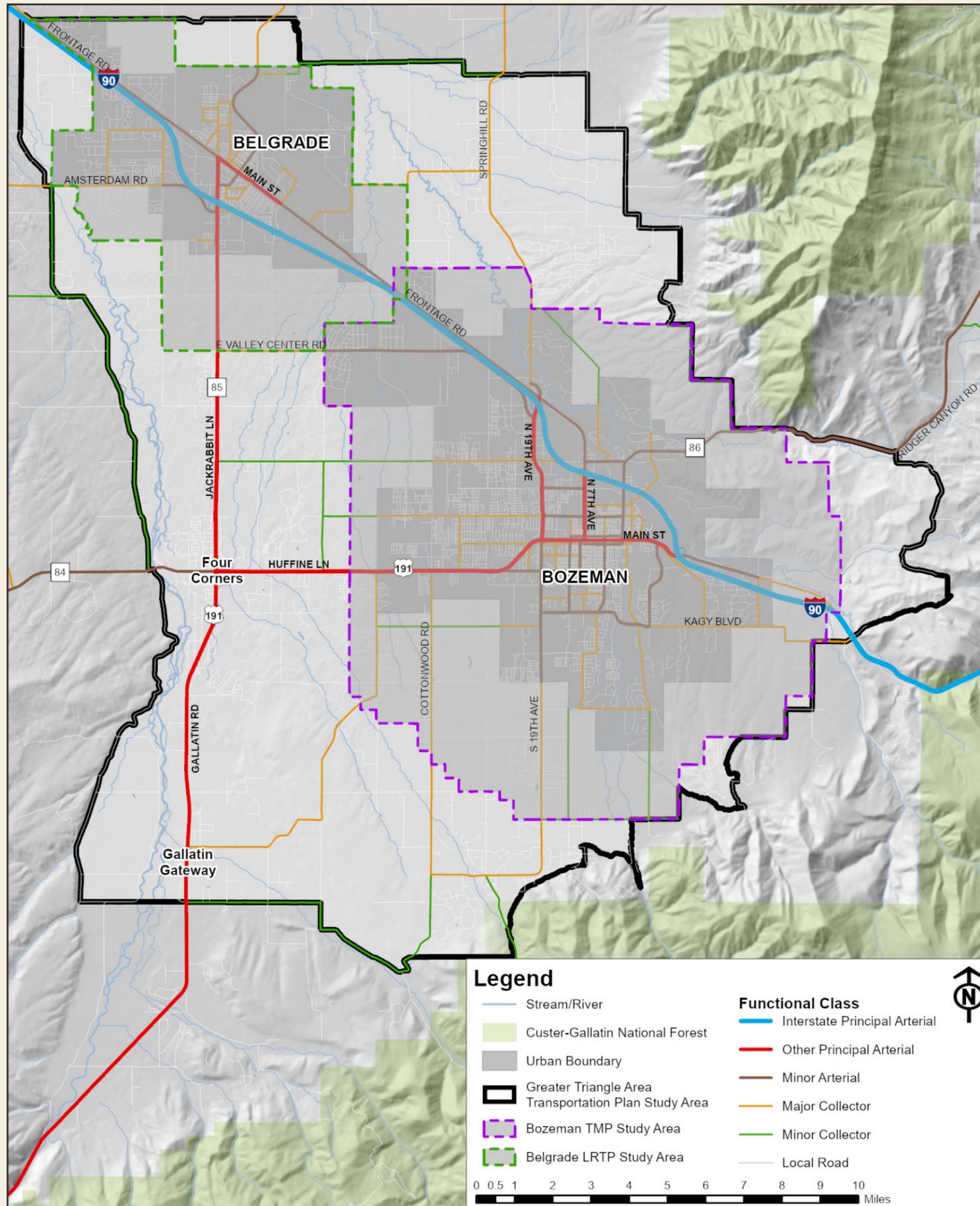


TRANSPORTATION SYSTEM



A transportation system is made up of a **hierarchy of roadways**, with each roadway being classified according to certain parameters including geometric configuration, traffic volumes, spacing, speed, and adjacent land use. Each of these characteristics helps define the role that roadway segments play in **servicing the flow of trips through an entire network**. These roles are defined by a method known as functional classification.

Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide. Comprehensive transportation planning uses functional classification to determine **how travel can be channelized within the network in a logical and efficient manner**.

FUNCTIONAL CLASSIFICATION

INTERSTATE PRINCIPAL ARTERIAL

Purpose: Provide both regional and interstate transportation of people and goods.

Primary Users/Trip Types: Local residents, commuters, travelers, and freight operators.

Characteristics: High-speed facility with fully controlled access (grade-separated interchanges).

PRINCIPAL ARTERIAL

Purpose: Serve major activity centers, highest volume corridors, and intra-area travel.

Primary Users/Trip Types: Most vehicles entering and leaving the area.

Characteristics: Spacing varies from less than one mile in highly developed areas, to five miles or more on the urban fringes. Connect to other principal arterials or to the interstate system.

MINOR ARTERIAL

Purpose: Distribute travel to smaller geographic areas and provide access to adjacent lands.

Primary Users/Trip Types: Trips of moderate length at a lower level of travel mobility.

Characteristics: Spacing varies from half a mile in highly developed areas of a town to several miles in the urban fringes.

MAJOR COLLECTOR

Purpose: Distribute trips from arterials to the user's ultimate destinations and collects traffic from local streets and channels the traffic to arterials.

Primary Users/Trip Types: Relatively short trips, typically one mile or less between residential, commercial, and industrial areas and the arterial street network.

Characteristics: Uniform spacing of one-half to one-quarter mile and ideally, no longer than one to two miles and continuous for their entire length.

MINOR COLLECTOR

Same as major collectors but typically run through lower density residential areas for shorter distances.

LOCAL STREET SYSTEM

Purpose: Provide residential/commercial access, connections to higher systems, and access to adjacent lands.

Primary Users/Trip Types: Local residents.

Characteristics: Through-traffic movements are intentionally discouraged either through low speeds or other traffic calming measures.