
MAJOR STREET PLAN Classification Descriptions

Principal Arterial

Principal arterials permit traffic flow through the urban area and between major destinations. They are of great importance in the transportation system since they connect major traffic generators, such as the central business district, to other major activity centers. Principal arterials carry a high proportion of the total urban travel on a minimum of roadway mileage. In urban areas, a gridded pattern of arterials is recommended with one-mile spacings for principal arterials.

Since movement and not necessarily access is the primary function of principal arterials, access management is essential to preserve capacity and enhance safety. Medians can be used to control potential conflict points and to separate opposing traffic movements. Left turn lanes are essential at intersections to maintain mobility for through traffic. Right turn deceleration lanes are desirable at intersections with significant turning activity.

Proposed Principal Arterial

Proposed principal arterials identify the road locations when development and/or redevelopment occurs. Principal arterials generally include a minimum of 100 feet of right-of-way.

Minor Arterial

Minor arterials collect and distribute traffic from principal arterials and expressways to streets of lower classification and, in some areas, allow traffic to directly access destinations. They serve secondary traffic generators such as community business centers, neighborhood shopping centers, multifamily residential areas, and traffic between neighborhoods. Access to land use activities is generally permitted, but should be consolidated, shared or limited to larger-scale users. Minor arterial street spacings are recommended to be at one-half mile intervals.

Proposed Minor Arterial

Proposed minor arterials identify the road locations when development and/or redevelopment occurs. Minor arterials generally include a minimum of 100 feet of right-of-way.

Collector

Collectors provide for land access and traffic circulations within and between residential neighborhoods and commercial and industrial areas. Streets serve the purpose of moving traffic over short distances and provide accessibility to various land uses. They distribute traffic movements from these areas to the arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances. In areas where arterial streets are adequately spaced, collector streets should penetrate

but not necessarily completely traverse through residential areas. Individual access from residential lots should be discouraged, particularly where bicycle lanes or routes are provided. The cross section of a collector street may vary widely depending on the scale and density of adjacent land uses and the desired character of the local area. Left turn lanes should be considered on collector streets adjacent to nonresidential development.

Proposed Collector

Proposed collectors identify the road alignments required when development and/or redevelopment occurs. Collectors generally include a minimum of 60 feet of right-of-way.

Proposed Local

Proposed local roads identify the road alignments needed when development and/or redevelopment occurs. Local roads generally include a minimum of 52 feet of right-of-way.