

**Streets and Highways Generalized Characteristics by Classification**

	Definition/Purpose	Traffic Flow/Access Priority	Facility Spacing	Trip Length	Traffic Volume	Traffic Speed	Pedestrian Provisions	Bicycle Provisions	Transit Provisions	
Freeway	Full access control with continuous traffic flow separated in grade from other facilities. Intended for high-volume, high-speed traffic movement between cities and across the metropolitan area. No direct access is provided to adjacent land.	<i>Traffic flow/access priority = 99/1. Access by grade-separated interchanges at 1-3 mile intervals.</i>	4-8 miles	Between cities and across metropolitan area (2 or more miles)	20,000-100,000 vehicles per day	Running: 55-70 mph Average: 55-60 mph	Pedestrians Prohibited.	Bicycles not recommended.	No stops, express routes only.	Freeway
Expressway	Partial access control and high priority for traffic flow with at-grade signalized intersections for major streets. Intended for high-volume, moderate-to-high-speed traffic movement across the metropolitan area with minimal access to adjacent land. <i>May be designed as a highway with separation from adjacent land uses or as a street with controlled access to adjacent land uses.</i>	<i>Traffic flow/access priority = 80/20. At-grade intersections with arterial and collector streets. Signals are uniformly spaced for optimum traffic flow. Driveway and street intersections designed for maximum of 10 mph speed decrease in through lane for turning vehicle. Acceleration and deceleration lanes should be considered at access points where traffic speed and volume pose a significant safety concern.</i>	3-5 miles	Across metropolitan area and between major activity centers (2 or more miles)	20,000-50,000 vehicles per day	Running: 40-55 mph Average: 30-40 mph	Highways: Pedestrians discouraged. Streets: Walkways required both sides.	Highways: None Streets: Separate path striped lane.	Highways: No stops, express routes only. Streets: Turnouts at major generators.	Expressway
Primary Arterial	Provides for moderate-to-high-volume, moderate-speed traffic movement between and through major activity centers. Access to abutting property is subordinate to traffic flow and is subject to necessary control of entrances and exits.	<i>Traffic flow/access priority = 60/40. 270' spacing for accesses and additional control as required for traffic flow. Safety and traffic flow are balanced in determining signal spacing. Acceleration and deceleration lanes should be considered at access points where traffic speed and volume pose a significant safety concern.</i>	1-2 miles	Between and through major activity centers (2-8 miles)	10,000-30,000 vehicles per day	Running: 35-40 mph Average: 25-30 mph	Walkways required on both sides.	Paved shoulders 6'. Shared outside lanes. Striped lanes 5'.	Scheduled stops every 1/4 mile.	Primary Arterial
Secondary Arterial	Augments and feeds the primary arterial system and is intended for moderate-volume, moderate-speed traffic movement. Access to abutting property is partially controlled.	<i>Traffic flow/access priority = 45/55. 210" spacing for accesses. Safety is higher priority than traffic flow in determining signal spacing. Acceleration and deceleration lanes should be considered at access points where traffic speed and volume pose a significant safety concern.</i>	1/2-1 mile	Between and within activity centers (1 to 4 miles)	6,000-20,000 vehicles per day	Running: 30-35 mph Average: 20-25 mph	Walkways required both sides.	Shared outside lanes.	Scheduled stops every 1/4 mile.	Secondary Arterial
Collector	Collects and distributes traffic between arterial streets and local streets. Intended for short length trips while also providing access to abutting properties. <i>Design of collector streets varies depending on the character and intensity of traffic generated by adjacent land development.</i>	<i>Traffic flow/access priority = 30/70. 160' spacing for non-residential accesses.</i>	1/4-1/2 mile	Local street to arterial street (1/2 to 2 miles)	1,500 to 8,000 vehicles per day	Running: 30 mph Average: 15-20 mph	Walkways required both sides.	Shared outside lanes.	Scheduled service and paratransit.	Collector
Local	Provides direct access to abutting property. Intended for low-speed, low-volume traffic movement and for short length trips. <i>Design of local streets varies depending on the character and intensity of traffic generated by adjacent land development.</i>	<i>Traffic flow/access priority = 10/90. No restrictions. 40' between accesses.</i>	As required	Access to individual property parcels. (Less than 1/2 mile)	Commercial less than 1,000 residential vehicles per day	Running: 20-30 mph Average: 10-15 mph	Walkways required on one side.	Shared outside lanes.	No scheduled service.	Local