

APPENDIX O

STREET FUNCTIONAL CLASSIFICATION

The Future Functional Classification, shown in Map 7-4, Chapter 7, Programmed Improvements, illustrates the region's freeways, principal arterials, minor arterials, and collector streets. Freeway systems are the largest traffic facilities constructed with complete control of access and high design speeds. They provide the greatest mobility for regional traffic. Principal arterial streets serve the major centers of activity of a metropolitan area and the longest projected trips. Minor arterials interconnect with and augment the urban principal arterials system, and thus provide for trips of moderate length at a somewhat lower level of travel mobility than principal arterials. These facilities place more emphasis on land access than the aforementioned classifications systems, and offer movement within communities. Finally, collector streets may penetrate neighborhoods, distributing vehicles from arterial streets through the area to their ultimate destination. Conversely, collector roads can also be expected to collect traffic from local streets and channel it onto the arterial system. More complete definitions for various highway and street functional classifications are noted below.

Principal Arterial Street System: The urban principal arterial street system should serve the projected major centers of activity of a metropolitan area, the highest projected traffic volume corridors, and the longest projected trips. It should also carry a high proportion of the total projected urban area travel on a minimum of mileage. The principal arterial system should carry the major portion of forecasted trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, forecasts of significant intra-area travel, such as between major inner-city communities, or between major suburban centers should be served by principal arterials. Finally, this system in urbanized areas should connect with all the major rural arterials which enter the urban area.

Minor Arterial Street System: The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods.

Collector Street System: The collector street system differs from the arterial systems in that facilities on the collector system may penetrate neighborhoods distributing trips from the arterials through the area to the ultimate destination, which may be located on a local or collector street. Conversely, the collector street can also be expected to collect traffic from local streets in the neighborhood and channel it into the arterial systems. In the development of the functional plan, use of the collector system by through traffic should be discouraged. The collector system should provide for both land access service and local traffic movements with residential neighborhoods, commercial areas, or industrial areas.

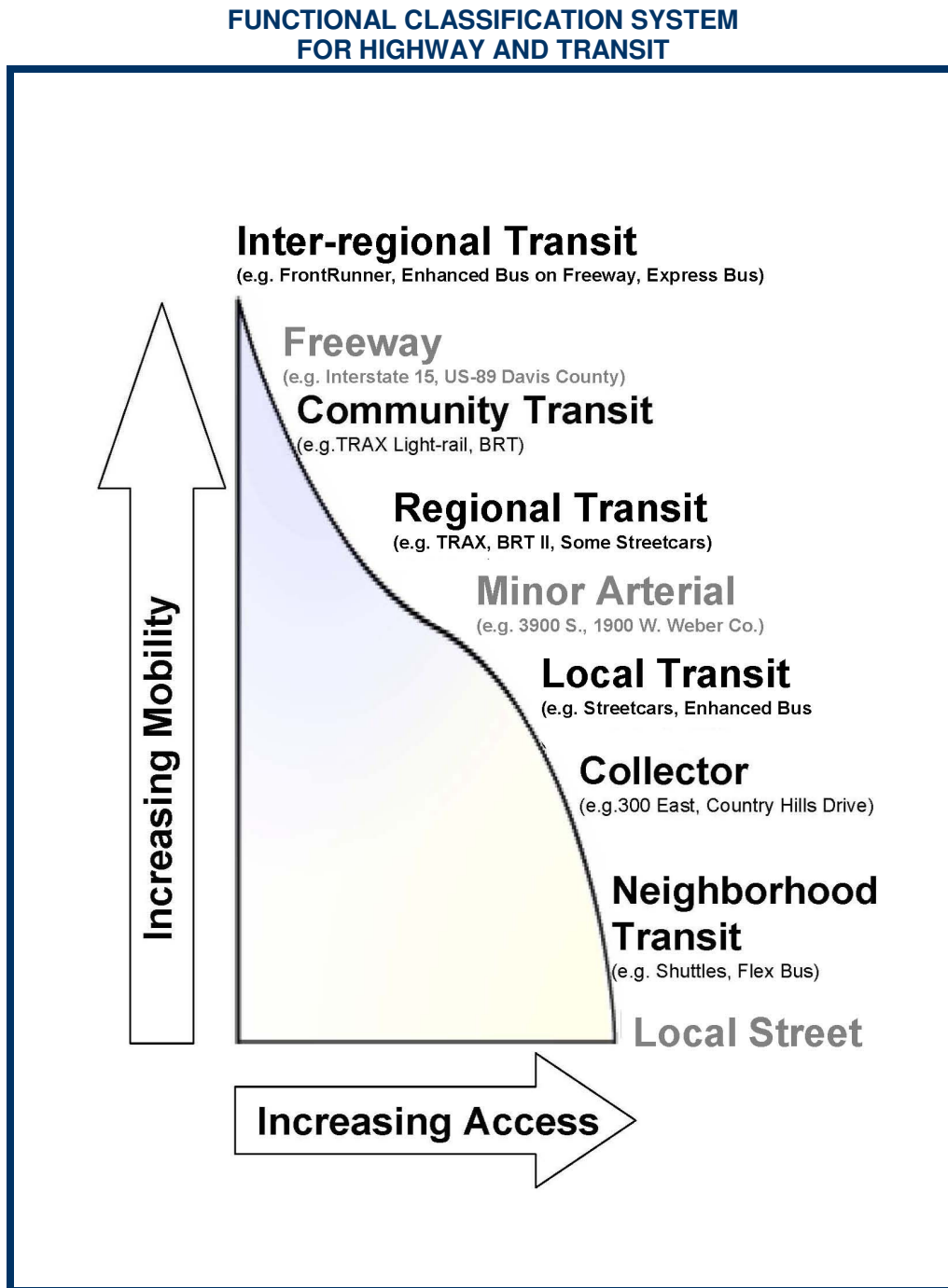
Local Street System: The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility. Service to through traffic movements should be deliberately discouraged.



TRANSIT FUNCTIONAL CLASSIFICATION

Transit projects can be grouped into community, regional, and inter-regional service levels based upon the balance between access (station spacing) and speed most appropriate each individual project. This balance between access and speed for both highway and transit is illustrated in Figure O-1

FIGURE O-1



Transit facilities emphasizing speed over land access include regional level transit such as the FrontRunner commuter rail and express bus and regional level transit such as TRAX Light-rail and the RTP recommended BRT II lines. Commuter rail and express bus services have station spacing about every five or more miles. TRAX and the proposed BRT II lines have stations about one to one-half mile apart.

Community Level Transit System Improvements: Community transit services provide speeds comparable to collector streets with station spacing generally of about 1/4 mile. Although not specifically identified in the RTP, other community services generally recommended in the RTP include buses and shuttles in various operating configurations. Local bus service can provide greater access throughout the service area than other transit modes and, in general, will better serve the needs of persons dependent on transit for transportation. Currently, UTA provides higher frequency neighborhood and community service in two core areas of the Wasatch Front Region using a modified grid pattern. These core areas are the area within the I-215 belt route plus parts of West Valley and Midvale in Salt Lake County; and most of Ogden City. In suburban areas, service is less frequent and generally focused on downtown Salt Lake City or Ogden.

Regional Transit Level System Improvements: In addition to the community level system functions discussed above are regional services. All regional services provide speeds at least comparable to minor arterials at station spacing of about one mile in the areas outside of the downtown.

Inter-regional Transit Level System Improvements: In addition to the system expansions discussed above, it is recommended that long distance transit travel be accommodated between urbanized areas. All inter-regional services provide speeds at least comparable to principle arterials at station spacing of about five miles in the areas outside of the Central Business District. Inter-regional transit level investments are generally recommended where the distance to a regional business district is greater than 15 to 20 miles.



