

FUNCTIONAL CLASSIFICATION

C-1: Roadway Functional Classification Descriptions

CCPC Functional Class:	Expressway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Road
Traffic Volumes (Average Daily Traffic)	15,000-100,000+	10,000-60,000	8,000-20,000	4,000-10,000	1,000-5,000	Less than 1,500
Mobility	Strict priority to moving vehicles	Mobility more critical than property access	Mobility more critical than property access	Even priority to mobility and access	Even priority to mobility and access	Access more important than mobility
Access	Only provided at interchanges	Strict access control, shared access for commercial preferred	Strict access control, shared access for commercial preferred	Strict access control, shared access for commercial preferred	Strict access control, shared access for commercial preferred	Priority is given to property access, bike/ped
Corridor Length	Over 15 miles	Over 15 miles	Over 10 miles	4-15 miles	2-10 miles	Less than 4 miles
Through Traffic	Over 50%	Over 50%	Over 50%	25-50%	25-35%	Less than 25%
Truck Traffic	Highest truck mobility	High truck mobility	High truck mobility	Moderate truck mobility	Minimal truck mobility	Local delivery only

C-2: Roadway Functional Classification Standards

Land Use Context:	Growth Area (including Landscapes ² urban, suburban center & suburban)					
CCPC Functional Class:	Expressway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Road
Desired Operating Speed	55-65 MPH, 40 MPH min	30-55 MPH	25-55 MPH	25-55 MPH	25-30 MPH	20-25 MPH
Travel Lane Width	12-14'	10-12' depending on number of lanes, bike lanes, shoulders, etc.			9-11'	
Shoulder Width	8-10'	4-6' (if no bike lane) 8-10' in suburban commercial contexts			4-6' (if no bike lane)	
Parking Lane Width	Prohibited	Recommended in urban landscape; evaluate feasibility in suburban (7-8' parallel)				
Bicycle Access: <u>Bike Lanes</u> : 5-6' width within road shoulder <u>Shared Facility</u> : 14' minimum lane width	Evaluate Separate Facilities	Consider bike lane or shared design; prioritize BicyclePA routes, CCPC bike network, and connections to regional destinations				Evaluate shared road design
Sidewalks	n/a	Recommended (4-8')				
Access Management	n/a	Strict control, especially in commercial corridors	Moderate access control		As applicable	
Traffic Calming	n/a	Treatments include: gateway treatments, reduced travel lanes/ widths, medians, street trees	Treatments include: on-street parking, crosswalk treatments, and strategies for Arterials		Treatments include: speed tables/ humps, and strategies for Arterials and Collectors	
Network/ Design Connectivity	n/a	High degree of connectivity/ grid-like pattern; avoid cul-de-sacs; construct stub segments for future connections				
Transit	n/a	Bus shelters, pull-offs, sidewalk crossings, and connections to adjacent land uses				
Land Use Context:	Rural Area (including Landscapes ² rural, agricultural, natural, & village centers)					
CCPC Functional Class:	Expressway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Road
Desired Operating Speed	55-65 MPH, 40 MPH min	45-55 MPH	35-55 MPH	35-55 MPH	20-35 MPH	20-30 MPH
Travel Lane Width	12-14'	11-12' depending on number of lanes, bike lanes, shoulders, etc.			10-11'	9-11'
Shoulder Width	8-10'	8-10'	8-10'	4-8'	4-8'	2-8'
Parking Lane Width	Prohibited	n/a	n/a	n/a	n/a	n/a
Bicycle Access: <u>Bike Lanes</u> : 5-6' width within road shoulder <u>Shared Facility</u> : 14' minimum lane width	Evaluate Separate Facilities	Prioritize BicyclePA routes, CCPC bike network, and connections to regional destinations				Evaluate shared road design
Sidewalks	n/a	Should be considered in Village, within developments, or connecting developments where appropriate (4-8')				
Access Management	n/a	Strict access control, especially within villages and critical intersections	Moderate access control, especially within villages and critical intersections		As applicable	
Traffic Calming	n/a	Along specified corridors, within villages, or at major intersections				
Network/ Design Connectivity	n/a	Connections between arterial network desirable when feasible; construct stub segments for future connections				
Transit	n/a	If present, provide bus shelters, pull-offs, sidewalk crossings, and connections to adjacent land uses				