

Street Types of the Urban Transportation Plan

The Collector Street type collects and distributes traffic to and from local streets, other collectors, arterials, and freeway frontage roads. The function of this street type is to “collect” neighborhood traffic and strategically direct the traffic to the arterial grid system. However, the Collector Street system should not create high speed “short cuts” through residential neighborhoods. The ideal collector street intersection spacing between arterials is 0.25 to 0.50 miles apart. On-street parking and direct access to homes from this street type is discouraged.

The C1 Minor Residential Collector is the lowest order collector and provides for internal neighborhood circulation as well as property access. This type of collector should not connect parallel arterial streets but may connect with arterial streets which are perpendicular to one another. The most common type of Collector Street, this collector will circulate traffic within a neighborhood, moving it from a higher order arterial street to a local access street. This street class is not intended to be continuous for more than one mile. Off-sets, or “T” intersections, are appropriate for this class of street in order to prevent short cuts through neighborhoods. This street type may serve low density housing to medium multifamily housing, elementary schools or other uses with similar traffic generating characteristics.

The C3 Primary Collector provides access to commercial developments and/or several neighborhoods and may intersect with two or more arterial streets. The primary collector can augment the freeway or arterial system where high-density development generates significant amounts of traffic. The Primary Collector may be used to support the freeway system by paralleling the freeway and providing a relief route for traffic from high density uses next to the freeway. The Primary Collector is expected to support heavy delivery vehicle traffic and is built to a higher more durable standard than the Secondary or Minor Collector Streets. Primary Collector Streets serve medium to high density housing, high schools, public facilities and business uses.

P1 Parkway Collectors take advantage of natural or man-made scenic views or areas. Parkways will contain hike and bike trails on the “scenic” side of the street.

Arterial streets bring traffic to and from the freeway and accommodate high volumes of cross-town traffic. The ideal design of the arterial system is characterized by a grid street pattern with arterial spacing at 1 to 1.5-mile intervals. Efficient movement is the primary function of arterial roads, hence, private access and frontage should be controlled and limited to high volume generators like shopping centers, universities, employment centers, etc. Residential properties should not front on these roads as access to small single lot developments can erode the traffic carry capacity of the arterial system.