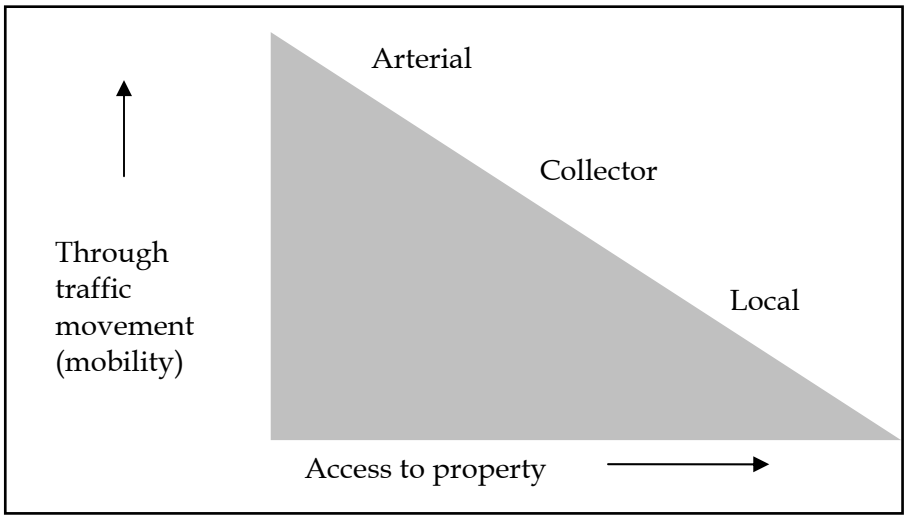
Functional Classification Plan

The purpose of classifying streets within the TSP study area is to create a balanced system that facilitates mobility for vehicles, transit, pedestrians, and cyclists, while providing access to land uses. The functional classification defines a street's role and context in the overall transportation system and how it is used within the community. Street functional classification identifies the street's intended purpose, the amount and character of traffic, the degree to which non-auto traffic is emphasized, and the design standards. Certain roadway classifications are eligible for federal funds. Basic to the process of classifying streets by function and purpose, is the recognition that individual roads and streets do not serve travel independently. Rather, most travel involves movement through a hierarchical network of roads. Access tends to increase as volumes and speeds decrease, as seen in the graphic below.



The functional classification designations are derived from guidance in the Transportation System Planning Guidelines (2008) and comply with policies within the adopted Transportation Planning Rule, Oregon Administrative Rules (OAR) 660 Division 12 (updated 2006). Classification designations are discussed below.

- ***Principal Arterial***: Primary functions are to serve local and through traffic as it enters and leaves the urban area, connect Seaside with other urban centers and regions, and provide connections to major activity centers within the TSP study area. Per the Oregon Highway Plan (OHP), emphasis should be on traffic flow, including transit, and pedestrian and bicycle movements. Major arterials should serve the major portion of trips entering and leaving the urban area, the majority of through trips, and should carry a high proportion of total urban area travel with the least mileage. On-street bicycle lanes and sidewalks should be provided. Because of the nature of the travel served by the major arterial system, access is controlled to emphasize traffic flow. Principal arterials often serve intraurban and interurban bus routes.

- ***Minor Arterial***: Primary functions are to connect major activity centers and neighborhoods within the TSP study area and to support the major arterial system. Minor arterials serve local traffic as it enters and leaves the urban area, connecting

Seaside with other urban centers and regions. Minor arterials should have a higher degree of access, and lesser traffic volumes than major arterials. Like major arterials, emphasis should be on traffic flow and pedestrian and bicycle movements. May carry local bus routes. The Design Standards Table provides design standards and lists minimum and maximum acceptable widths for street elements. The Seaside Design Standards illustrates the minimum and maximum street elements for the design of a minor arterial.

- ***Major Collector***: Primary function is to provide connections between neighborhoods and major activity centers and the arterial street system. Some degree of access is provided to adjacent properties, while maintaining circulation and mobility for all users. Major collectors carry lower traffic volumes at slower speeds than major and minor arterials. On-street bicycle lanes or sharrows and sidewalks should be provided. Parking is optional if adequate width exists. The Design Standards Table provides design standards and lists minimum and maximum acceptable widths for street elements. The Seaside Design Standards illustrates the minimum and maximum street elements for a major collector.

- ***Minor Collectors***: Primary function is to connect residential neighborhoods with major collectors, major arterials, or minor arterials. On-street parking and access to adjacent properties is prevalent. Slower speeds should be provided to ensure community livability and safety for pedestrians and cyclists. In many cases, cyclists can "share the road" with motor vehicles through sharrows because of low traffic volumes and speeds. Sidewalks or pathways should be provided for pedestrians. The Design Standards Table provides design standards and lists minimum and maximum acceptable widths for street elements. The Seaside Design Standards illustrates the minimum and maximum street elements for a minor collector.

- ***Local Streets***: Primary function is to provide direct access to adjacent land uses and higher order streets. Short roadway distances, slow speeds, and low traffic volumes characterize local streets. Cyclist can share the road with motor vehicles. Sidewalks or pathways should be provided for pedestrians. Travel lanes are not delineated, and on-street parking is allowed in the travel-way. The Design Standards Table provides design standards and lists minimum and maximum acceptable widths for street elements. The Seaside Design Standards illustrates the minimum and maximum street elements for a local road.

Street Functional Classifiction shows the functional classification designations for existing and future arterial and collector streets within the Seaside TSP study area. For any future streets shown in the figure, the alignments for future streets are conceptual, meaning that the end points of the streets are often fixed but the alignment between the end points may vary depending on the design requirements and right-of-way constraints at the time in which the street is constructed.