

Appendix 1  
Functional Classifications

## APPENDIX 1: FUNCTIONAL CLASSIFICATIONS

This memorandum provides further information on the functional classifications for County and ODOT facilities.

### COUNTY FACILITIES

Clackamas County has established a functional classification system for roadways owned by the County in its current Comprehensive Plan. The Plan includes descriptions of the classifications as well as design guidelines. These will serve as starting points for the Clackamas County Transportation System Plan (TSP) update. Refinements or modifications to the functional classifications may be made, where appropriate and aligned with the County’s vision, goals and objectives.

Table 1 Clackamas County Roadway Classifications and Purpose (Table V-2 Clackamas County Comprehensive Plan)

Functional Classification	Purpose	Land Access	Roadside Parking
Freeway/Expressway	Serves interregional and intraregional trips. Carries heavy volume at high speed.	Extremely limited**	Emergency Only
Major arterial	Carries local and through traffic to and from destinations outside local communities and connects cities and rural centers. Moderate to heavy volume; moderate to high speed.	Restricted**	Restricted
Minor Arterial	Connects collectors to higher order roadways. Carries moderate volume at moderate speed.	Restricted if an alternative is available	Generally restricted
Collector	Principle carrier within neighborhoods or single land use areas. Links neighborhoods with major activity centers, other neighborhoods, and arterials. Generally not for through traffic. Low to moderate volume; low to moderate speed. New collectors should intersect minor arterials rather than major arterials.	Generally allowed* Residential driveways are limited.	Generally allowed*
Connector	Collects traffic from and distributes traffic to local streets within neighborhoods or industrial districts. Usually longer than local streets. Low traffic volumes and speeds. Primarily serves access and local circulation functions. Not for through traffic. Allowed Traffic calming measures may be appropriate. A connector should connect to a collector or minor arterial.	Allowed	Allowed if width is sufficient
Local	Provides access to abutting property and connects to higher order roads. New local roads should intersect collectors, connectors, or, if necessary, minor arterials. Traffic calming measures may be appropriate. Not for through traffic.	Allowed	Allowed if width is sufficient
Alley	May be public or private, to provide access to the rear of property. Alleys should intersect local roads or connectors. Not for through traffic.	Allowed	Generally not allowed

\* - May be restricted on collectors with high volume, high access, impaired visibility, or other significant problems.

\*\* - The County accepts the State’s access control standards for State facilities.

Table 2 Clackamas County Roadway Classifications and Design Guidelines (Table V-3 Clackamas County Comprehensive Plan)

Functional Classification	Number of Traffic Lanes	Minimum Right-of-Way Width*	Paved Width	Sidewalk/ Pathway	Bikeways	Landscape Strip**
Freeway/Expressway	4 to 8	Defer to Federal and State Standards	Defer to Federal and State	No	No	Defer to Federal and State
Major arterial	3 to 7 Urban 2 to 4 Rural	60'-125' More if needed for terrain, turn lanes or heavy volume	36'-98'	Yes In urban areas only	Yes	Yes In urban areas
Minor Arterial	2 to 5	60'-115'	36'-90'	Yes In urban areas only	Yes	Yes In urban areas
Collector	2 to 3	60'-85' Less if volume and land use density are low and terrain allows	32'-1'	Yes In urban areas only	Yes	Yes In urban areas
Connector	2	55'	28'-34' Residential 28'-40' Industrial	Yes In urban areas only	If ROW allows	Yes In urban areas
Local	2	40'-50'	28'	Yes***	No	Yes In urban areas
Alley	2	16'	16'	No	No	No

\* - Preferred dimensions are not adjusted for adjacent land uses; additional right-of-way may be required for slope, sign, sidewalk and utility easements.

\*\* - Required unless acquiring right-of-way is impractical due to wetlands, topographic conditions, resource protection, or preexisting development patterns.

\*\*\* - Sidewalks are required on all new streets within the Urban Growth Boundary and when development or redevelopment occurs on existing streets. (1/17/08)

## ODOT FACILITIES

The Oregon Highway Plan (OHP) provides functional classifications for all state facilities. The classifications recognize that different highway types have importance for certain areas and users. They help to guide ODOT priorities for system investment and management. The Oregon Transportation Commission is responsible for establishing and modifying the classification system and routes in them. The classifications include the following:

**Interstate Highways (NHS)** provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.

**Statewide Highways (NHS)** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban

areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

**Regional Highways** typically provide connections and links to regional centers, Statewide or interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.

**District Highways** are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.

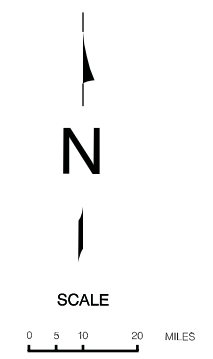
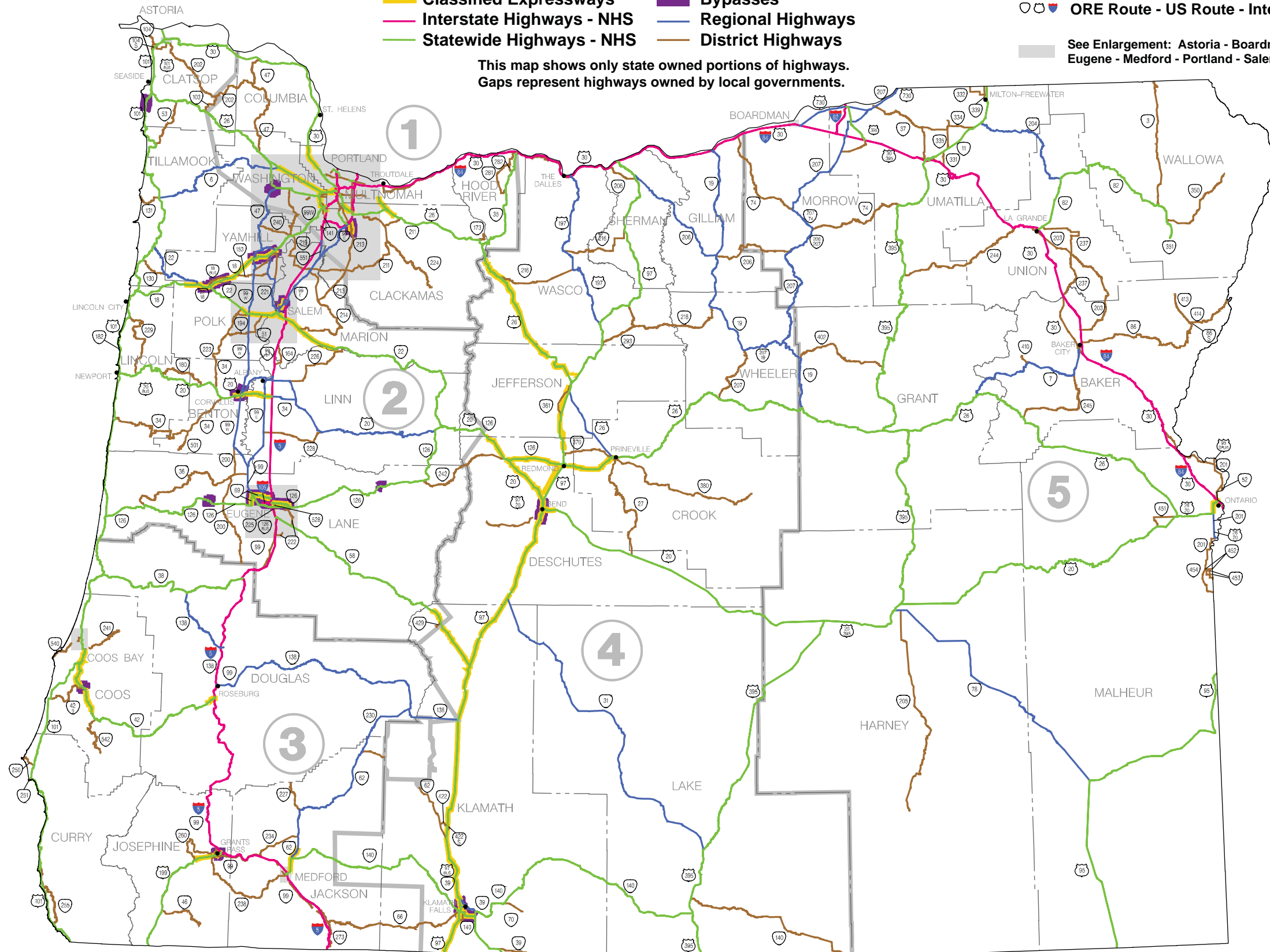
**Local Interest Roads** function as local streets or arterials and serve little or no purpose for through traffic mobility. Some are frontage roads; some are not eligible for federal funding. Currently, these roads are District Highways or unclassified and will be identified through a process delineated according to Policy 2C. The management objective is to provide for safe and efficient, low to moderate speed traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. ODOT will seek opportunities to transfer these roads to local jurisdictions.

# State Highway Classification System

- Classified Expressways
- Interstate Highways - NHS
- Statewide Highways - NHS
- Bypasses
- Regional Highways
- District Highways

- County Boundary
- ODOT Region Boundary
- ORE Route - US Route - Interstate Route
- See Enlargement: Astoria - Boardman - Coos Bay - Eugene - Medford - Portland - Salem

This map shows only state owned portions of highways.  
Gaps represent highways owned by local governments.



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