STREET CLASSIFICATIONS AND STANDARDS

STREET CLASSIFICATIONS

Streets in Chapel Hill are classified by their functional relationship to through-traffic service and land-access service. The three street classifications are:

1. Arterial - Arterial streets function primarily to serve through-traffic movement. Limited land-access service may be accommodated, but traffic controls and street design are intended to provide efficient through-traffic movement.

2. Collector - Collector streets penetrate neighborhoods, public service areas, and districts. They are intended to provide both through-traffic and land-access services in relatively equal proportions, often linking the local street system to the arterial street system.

3. Local - Local streets primarily serve land-access functions. They are intended to accommodate land parcel ingress and egress. Through-traffic movement is difficult and discouraged by traffic controls and street design.

The relationship between functional street classifications is a continuous one, without specific clear-cut boundaries. Streets are classified by the Town Traffic Engineer based on technical judgment and observed function of the street. A list of existing Arterial and Collector Streets is available from the Town Engineering Department. The list will be updated as new Collector and Arterial Streets are approved by the Town.

The construction of new private streets to serve new development is not allowed. By definition herein, a private street is a means of vehicular ingress or egress that is not publicly maintained and serves more than two single family lots.

TABLE 4-A-1
STREET STANDARDS

	Arterial	Collector	Local
Design Volume (ADT)	7,500-40,000	1,000-7,500	<1,000
Design Speed	35 - 45 mph	25-35 mph	25 mph
Overall Length	Unlimited	≤ 2 miles typical	≤ 1 mile typical
Number of Travel Lanes[1]	4 typical	2 typical	2 typical
Turn Lanes	Right/Left at intersections and major driveways. (11' Width, Min.)	As warranted by turning traffic volume and/or safety criteria. (10' Width, Min.)	As warranted by turning traffic volume and/or safety criteria. (10' width, min.)
Bike Lanes[2]	May be required on a site specific basis in accordance with Town policy.	May be required on a site specific basis in accordance with Town policy.	May be required on a site specific basis in accordance with Town policy.
Transit Provisions[5]	Bus turnout and shelter, where warranted for separation from through traffic and volume of loading passengers.	Bus shelter where warranted for volume of loading passengers.	Bus shelter where warranted for volume of loading passengers.
Sidewalks	Both sides of street (typically). (5' width, min.)	Both sides of street (typically). (5' width, min.)	One side of street. (Additional pedestrian facilities may be required on a site-specific basis.)
On-street Parking	Not permitted (typically)	One side (typically). Controlled adjacent to street and driveway intersections.	One side (typically). Controlled adjacent to street and driveway intersections.
Intersection Spacing[3]	1000' minimum.	400' minimum.	200' minimum.
Driveway Spacing[4]	750' min. between driveways. 250' minimum between driveway and street intersections.	100' minimum between driveways and between driveway and street intersections.	50' minimum between driveways and between driveway and street intersections.
Access Control	Residential and non-residential: No access if alternative is possible to street of lower classification. (Maximum 2 driveways per lot.)	Residential and non-residential: No access if alternative is possible to street of lower classification. (Maximum 2 driveways per lot.	Residential: Permitted. Non-residential: No access if alternative is possible to street of higher classification.