

Road Functional Classification

What is it?

This classification is an important land use and transportation planning tool that establishes a hierarchy of roads based on their use relating to mobility and accessibility. The hierarchy of roads that the Planning Commission has developed is composed of four basic classes of roads: expressways; arterials; collectors; and local roads.

Mobility vs. Access

Conflict between mobility and accessibility causes roads to fail from a congestion and safety standpoint. Mobility refers to the actual ability of the road to move traffic while accessibility refers to the ease of entering or exiting a roadway to or from adjacent properties. To avoid the problem of failure it is useful to establish a classification of roads, based on function and to identify for planning purposes the preferred design of each class of road so that as opportunities arise, roads can be improved appropriately.

How is it used?

Municipalities use functional classification in zoning, subdivision and land development ordinances and can be used with official maps. This classification is also used for setting capital improvement and maintenance priorities, as well as design standards. For example functional classification can be used in determining priorities for pothole repair and snow removal.

Primary Input Sources

Chester County highway functional classification is based on several sources: the 1986 Chester county Highway Needs Study, current Penn DOT/DVRPC classification and a composite of the 73 municipal classifications.

Criteria

The foundation of the Chester County functional classification is built around traffic volume, mobility, access, corridor length, relationship to Landscapes, basic design, parking, through traffic, vehicle speed, and bicycle and pedestrian access.

Link to Map

[Highway Functional Classification Map](#)