

Road Classification System

The street classification system was developed to help define the characteristics of roadways, such as number of lanes, lane width, and access limitations, and guide the design of roadways within the City of Lenexa. The city's major street network, consists of freeways/expressways, major and minor arterial streets, collector and local collector streets, and local streets. Streets are classified based on their ultimate function at build-out of the city.

Freeways/Expressways	Roadways that serve mainly through traffic and connect the city with the surrounding area. Freeways/Expressways are intended for longer trips and allow for higher travel speeds. Trip lengths are typically over 5 miles in length. Very high volumes of traffic (in some cases well over 100,000 ADT*) are common. The primary function of freeways/expressways is to move traffic. Access to adjacent property is not permitted from a freeway/expressway. Freeways and expressways are under the jurisdiction of the Kansas Department of Transportation (KDOT).
Major Arterials	Roadways that serve as the primary streets within the city and connect areas of activity to one another. Major arterials connect to freeways/expressways that serve regional and interstate traffic. Trip lengths on major arterials are oftentimes several miles long. High speeds and high volume (above 20,000 ADT*) with limited access are typical characteristics of these facilities. The primary function of major arterials is to move traffic, with the provision of access to abutting properties being a secondary function.
Minor Arterials	Like major arterials, minor arterials also serve to connect activity centers, but they also serve less intense development areas like small retail centers, office centers and industrial/business parks. Minor arterials provide traffic service for moderate trip lengths. Average trip lengths on minor arterials will be one or two miles long. Moderate speeds and moderate to high traffic volumes (approximately 10,000 to 25,000 ADT*) are typical characteristics of these facilities. While the primary function of minor arterials continues to be moving traffic, access becomes a slightly more important function.

Collectors	Roadways connecting local streets with the arterial street system and provide traffic service to less intense developments like residential, schools, churches, parks and low intensity commercial developments. Collector streets accommodate relatively short trips, typically one mile or less. Lower speeds and moderate to low traffic volumes (generally less than 10,000 ADT*) are standard for collector streets. Collector streets provide an equal balance of both access and traffic movement. Direct access to non-residential facilities frequently occurs, but direct access to single-family residential properties should be avoided.
Local Collectors	Local collectors, like collectors, provide a connection between local streets and the arterial street system. Local collectors accommodate trips relatively short in length, typically one-half mile or less. Lower speeds and moderate to low traffic volumes (generally about 2,500 to 5,000 ADT*) are common on local collectors. Direct access to single-family residential properties continues to be avoided from on local collectors.
Local Streets	The primary function of local streets is to provide direct access to property with very limited traffic service and should be designed to discourage through trips. Trip lengths are intended to be quite short, typically a quarter mile or less. Local streets have the lowest speeds and lowest traffic volumes (generally less than 1,500 ADT*).

* ADT = Average Daily Traffic, defined as the average number of vehicles passing a specific point in a 24 hour period, if the roadway allows for two-way traffic ADT includes vehicles travelling in both directions

This hierarchical road system allows Lenexa to differentiate roadways. It is less expensive and consumes less land than an all-purpose system that treats every roadway the same.