



Mobility Tables and Exhibits

Roadway Functional Classifications

The City of Fullerton circulation system consists of a network of local streets providing access to the arterial highway system, which in turn provides access to the regional freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions for each classification. Streets which have a mobility and/or regional access function will have more lanes, higher speed limits, and fewer access points. Where direct access to individual properties is required, streets will have fewer lanes, slower speeds, and more frequent side streets and driveways to serve abutting properties.

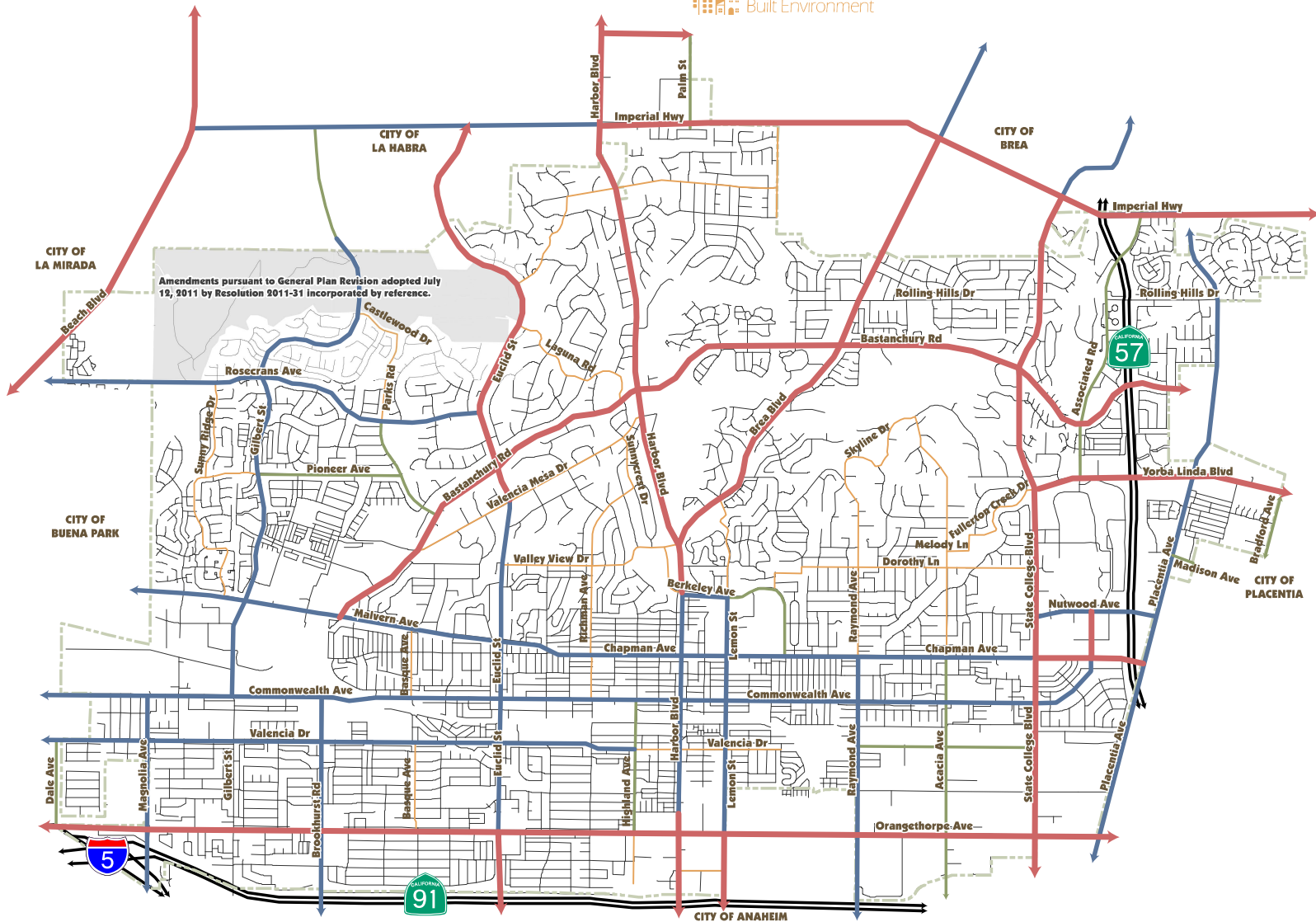
To define the intended uses of roadways, the City uses a functional classification system. The system provides a logical framework for the design and operation of the roadway system. Since some major thoroughfares in the City of Fullerton are part of the county-wide arterial network, they also have to be coordinated through the Orange County Master Plan of Arterial Highways.

Table 7: Roadway Functional Classifications summarizes the characteristics of the various functional classifications.

Table 7 Roadway Functional Classifications			
Facility Type	Number of Travel Lanes (Minimum)	Right-of-Way Width	Typical Daily Volume
Major Arterial Highway	6 Divided	100 to 120 feet	30,000 to 49,000
Primary Arterial Highway	4 Divided	80 to 84 feet	20,000 to 33,000
Secondary Arterial Highway	4 Undivided	80 to 84 feet	16,000 to 22,000
Local Collector Street	2 Undivided	60 to 84 feet	10,000
Residential Street	2 Undivided	varies, typically 50 to 60 feet	Varies



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Legend

- Major Arterial Highway
- Primary Arterial Highway
- Secondary Arterial Highway
- Local Collector Street

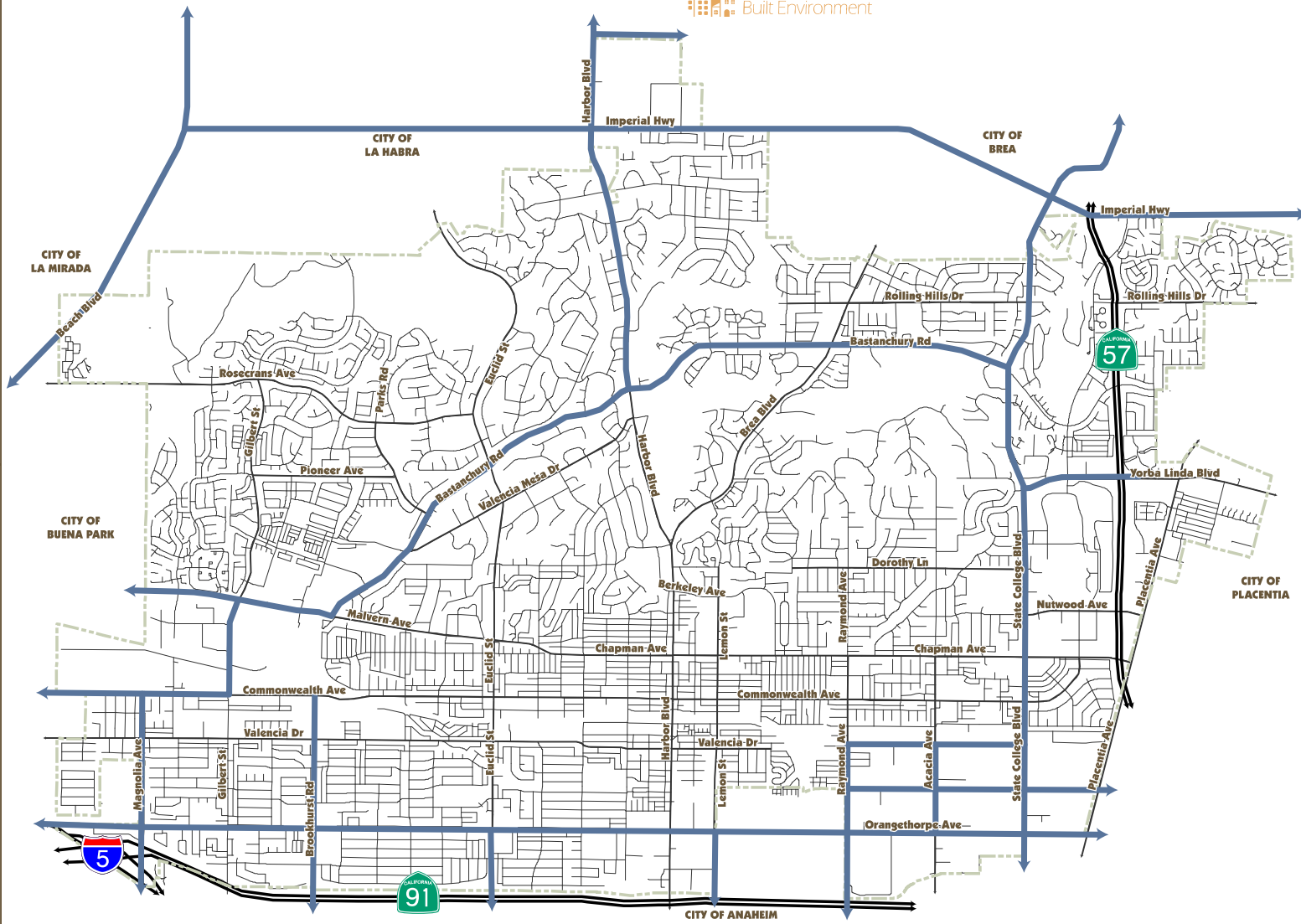
Note: Street outside of the City limits are provided for reference only per the Orange County Master Plan of Arterial Highways.



Map not to a scale

Exhibit 6: Roadway Classifications

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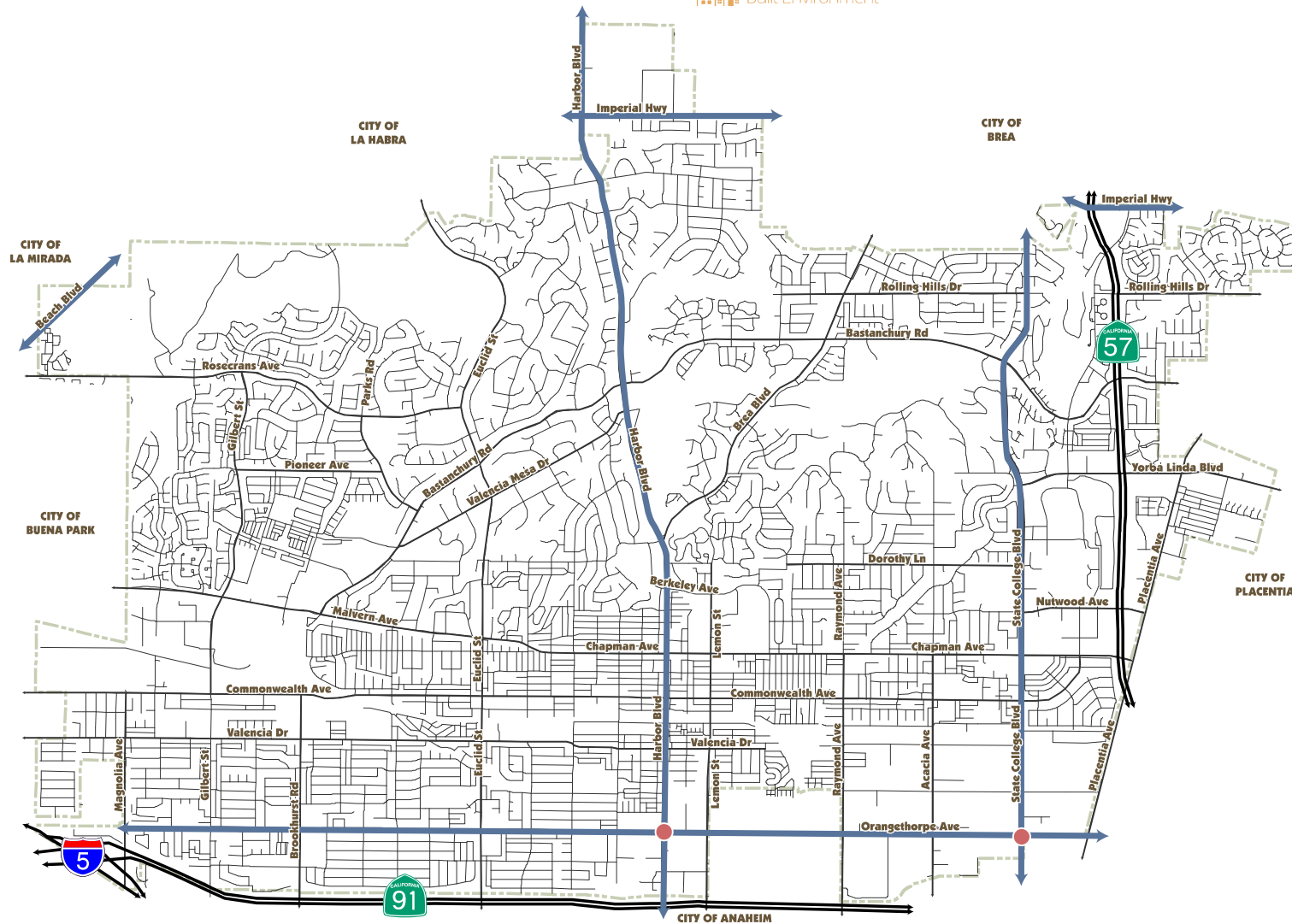
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Truck Route

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Exhibit 7: Truck Routes

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- Congestion Management Program (CMP) Highway System
- CMP Intersection

The Orange County Congestion Management Program (CMP) was established in 1991, to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

Within the City of Fullerton, the following arterials are included on the CMP Highway System:

- Harbor Boulevard
- Imperial Highway
- Orangehorpe Avenue
- State College Boulevard

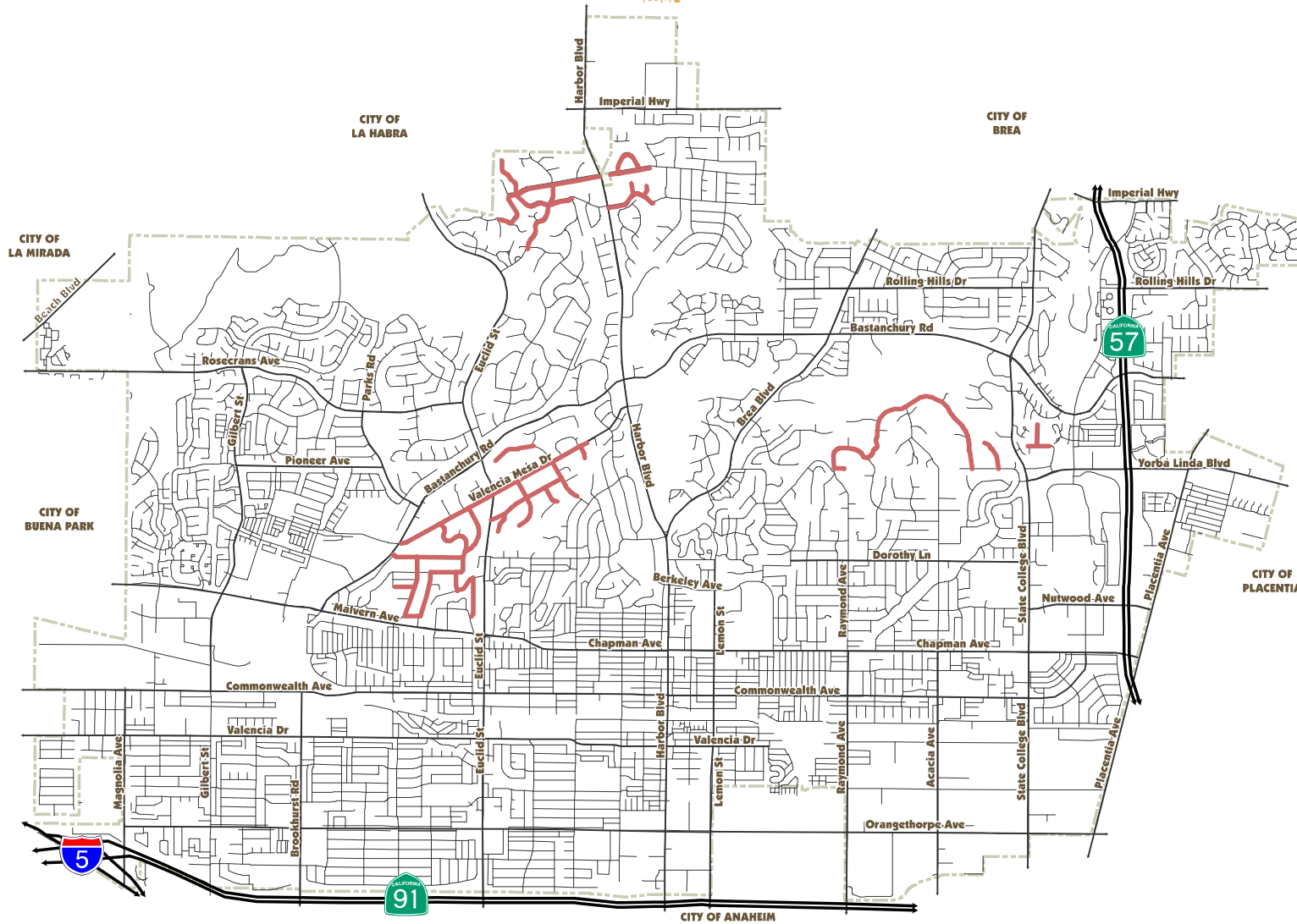
Within the defined CMP highway network, no intersection may be allowed to deteriorate to a condition worse than ICU-LOS E, or the baseline ICU-LOS if worse than ICU-LOS E, without mitigation being prescribed in an acceptable deficiency plan.



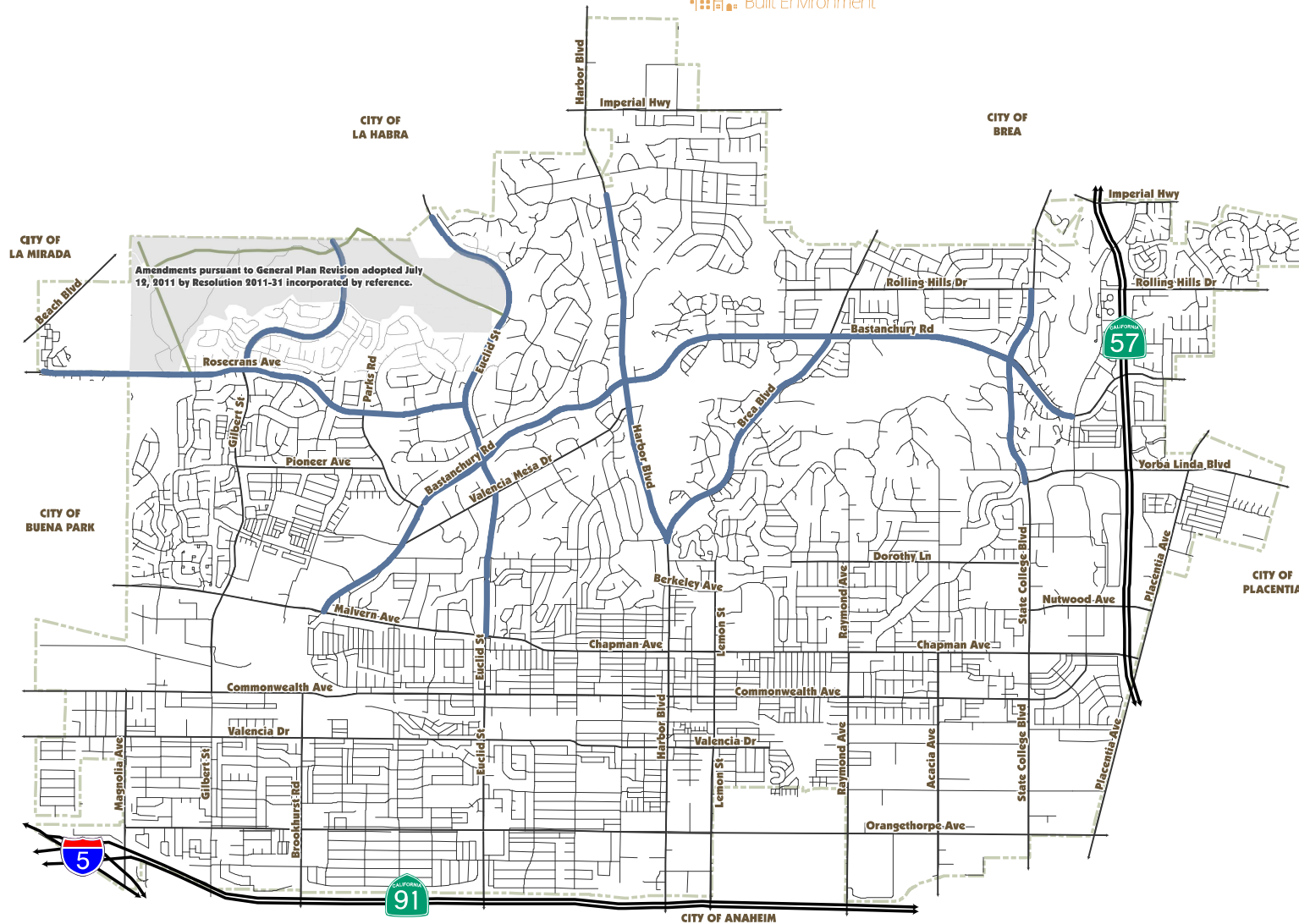
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Exhibit 8: CMP Highway System

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