



STAFF REPORT ACTION REQUIRED

Road Classification System Update

Date:	October 20, 2012	
To:	Public Works and Infrastructure Committee	
From:	Acting General Manager, Transportation Services	
Wards:	<div>Ward 2 (Etobicoke North)</div> <div>Ward 4 (Etobicoke Centre)</div> <div>Ward 6 (Etobicoke-Lakeshore)</div> <div>Ward 7 (York West)</div> <div>Ward 8 (York West)</div> <div>Ward 16 (Eglinton-Lawrence)</div> <div>Ward 18 (Davenport)</div> <div>Ward 19 (Trinity-Spadina)</div> <div>Ward 20 (Trinity-Spadina)</div> <div>Ward 23 (Willowdale)</div> <div>Ward 27 (Toronto Centre-Rosedale)</div> <div>Ward 34 (Don Valley East)</div> <div>Ward 42 (Scarborough-Rouge River)</div>	
Reference Number:	P:\2012\ClusterB\TRA\TIM\pw12026tim	

SUMMARY

The Transportation Services Division has undertaken a review of the street designations contained in the current Road Classification System. The review process included input from District Road Operations and Traffic Operations staffs in the Division and consultation with all affected Ward Councillors. The process assisted in determining the appropriate road classification for new streets assumed by the City and allowed for the re-examination of the classification of existing streets whose current designation did not reflect the intended purpose or did not match the current functional operation of the road.

This report provides information on the background, review and consultation process used to develop the road classification changes and seeks approval from City Council to amend the current Road Classification System with the changes contained in the table included in Appendix 2 of this report, entitled “Road Classification Update – Table of Changes.”

RECOMMENDATION

The Acting General Manager, Transportation Services recommends that:

1. City Council approve the changes to the City of Toronto Road Classification System contained in Appendix 2 of this report.

Financial Impact

There are no financial implications resulting from the adoption of this report. Any changes to the road management and maintenance practices resulting from the reclassification of existing roads or classification of new roads can be accommodated within Transportation Services Annual Operating Budget.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of February 29 and March 1 and 2, 2000, adopted a Road Classification System for the City (Clause No. 1 of Report No. 4 of the Works Committee) which consolidated and replaced the various road classification systems of the former seven pre-amalgamated municipalities. When City Council adopted the current Road Classification System, it also requested that the Transportation Services Division submit a staff report seeking City Council's approval of any future changes to the system requiring a road designation of "collector" or higher.

COMMENTS

The City of Toronto Road Classification System was most recently updated by City Council at its meeting of June 19, 20 and 22, 2007 (Item PW6.11). The Road Classification System designates streets into different groups or classes according to the type of service each group is intended to provide and is a fundamental tool in guiding urban development, road management and maintenance. Grouping roads with similar functions can improve transportation planning, road infrastructure design, road maintenance, and traffic and road operations. With the aim of improving the function of the City's road network, each street has been designated with one of the following five road classifications: Expressway, Major Arterial, Minor Arterial, Collector and Local. The table contained in Appendix 1, entitled "Road Classification Criteria," approved previously in 2000 by City Council, is used to designate every street into one of these five classifications. The City street network includes 9,520 streets, comprising approximately 5,180 centre-line kilometres.

The maintenance of the Road Classification System ensures that the existing road network, and any new streets assumed by the City, are correctly classified based on their current functional

levels. As part of the latest exercise, a two step consultation and review process was undertaken. The first step included canvassing input from District divisional staff. Staff undertook a review of the road sections they felt required reclassification and provided the justification to support any change. The second step in the process involved consultation with those Ward Councillors affected by this review. Each Ward Councillor was advised of the proposed reclassification of streets within their respective wards and any comments received were taken into consideration in the development of the final road classification recommendations, included in Appendix 2, entitled "Road Classification Update – Table of Changes."

The table contains 47 street sections, sorted by ward, that are proposed to be classified or reclassified. The table also identifies the key characteristics/factors that were used as the basis for the (re)classification of the road, including daily motor vehicle traffic volume, flow characteristics, presence of traffic control signals, posted speed limit, the presence of surface transit and desirable network connectivity.

Updating the current Road Classification System with the recommended changes will ensure that the City's road network will continue to function efficiently and safely and be properly operated and managed.

CONTACT

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SIGNATURE

John Mende, P.Eng.
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NC/cs

ATTACHMENTS

Appendix 1: Road Classification Criteria
Appendix 2: Road Classification Update – Table of Changes

APPENDIX 1:

Road Classification Criteria - (adopted by City Council on February 29, March 1 & 2, 2000)

Characteristic	Locals	Collectors	Minor Arterials	Major Arterials	Expressways
Traffic movement versus property access	Property access primary function	Traffic movement and property access of equal importance	Traffic movement primary consideration; some property access control	Traffic movement primary consideration; subject to property access control	Traffic movement primary consideration; no property access
Typical daily motor vehicle traffic volume (both directions)	$\leq 2,500$	2,500 - 8000	8,000 - 20,000	$> 20,000$	$> 40,000$
Minimum number of peak period lanes (excluding bicycle lanes)	One (one-way streets) or two	One (one-way streets) or two	Two	Four	Four
Desirable connections	Locals, collectors	Locals, collectors, arterials	Collectors, arterials	Collectors, arterials, expressways	Major arterials, expressways
Flow characteristics	Interrupted flow	Interrupted flow	Uninterrupted except at signals and crosswalks	Uninterrupted except at signals and crosswalks	Free-flow (grade separated)
Legal speed limit, km/h	40 - 50	40 - 50	40 - 60	50 - 60 ¹	80 – 100
Accommodation of pedestrians	Sidewalks on one or both sides	Sidewalks on both sides	Sidewalks on both sides	Sidewalks on both sides	Pedestrians prohibited
Accommodation of cyclists	Special facilities as required		Wide curb lane or special facilities desirable		Cyclists prohibited
Surface transit	Generally not provided	Permitted	Preferred	Preferred	Express buses only
Surface transit daily passengers	Not applicable	$\leq 1,500$	1,500 - 5,000	$> 5,000$	Not applicable
Heavy truck restrictions (e.g. seasonal or night time)	Restrictions preferred	Restrictions permitted	Generally no restrictions	Generally no restrictions	No restrictions
Typical spacing between traffic control devices², (metres)	0 - 150	215 - 400	215 - 400	215 - 400	Not applicable
Typical right-of-way width, (metres)	15 - 22	20 - 27	20 ³ – 30 ⁴	20 ³ – 45 ⁴	$> 45^4$

Notes: Private roads and lanes (public or private) are not part of this classification system.

1. A number of major arterial roads have speed limits which fall outside this range.
2. Traffic control devices include; traffic control signals, pedestrian crossovers and 'Stop' signs.
3. 20 m rights-of-way exist on many downtown or older arterial roads. New arterial roads should have wider rights-of-way.
4. Wider rights-of-way (within the ranges given) are sometimes required to accommodate other facilities such as utilities, noise mitigation installations, transit, bicycle facilities, and streetscaping. For new streets, wider rights-of-way (upper end of ranges given) should be considered to accommodate such facilities.

APPENDIX 2: Road Classification Update – Table of Changes

Ward	ID	Street Name	Road Section Limits	Key Criteria Considered for Reclassification					Classifications	
				Daily Traffic Volume (vehicles)	Surface Transit Route (yes/no)	Posted Speed Limit (km/h)	Presence of Traffic Control Signals (yes/no)	Desirable Network Connections (yes/no)	Current	Recommend
Etobicoke North (2)	2-1	Morning Star Dr	Humberwood Blvd to Highway 427	8,000	No	50	Yes	Yes	Pending	Collector
Etobicoke Centre (4)	4-1	Hunting Ridge	Wincott Dr to Widdicombe Hill	2,000	No	40	No	Yes	Local	Collector
	4-2	Summitcrest Dr	Royal York Rd to Islington Ave	5,000	No	50	Yes	Yes	Local	Collector
	4-3	Widdicombe Hill	Hunting Ridge to Kipling Ave	3,000	No	40	Yes	Yes	Local	Collector
	4-4	Wincott Dr	The Westway to Eglinton Ave W	4,000	Yes	40	Yes	Yes	Local	Collector
Etobicoke-Lakeshore (6)	6-1	Gardiner E Park Lawn Rd Ramp	Park Lawn Rd to Legion Rd	15,000	No	50	Yes	No	Expressway Ramp	East to West Segment - Major Arterial West to East Segment - Major Arterial
	6-2	Horner Ave	Evans Ave to F. G. Gardiner	10,000	No	-	Yes	Yes	Major Arterial	Expressway Ramp
York West (7)	7-1	Chalkfarm Dr	Exbury Rd to Heathrow Dr	5,000	No	40 - 50	Yes	Yes	Local	Collector
	7-2	Riverside Dr	Larchmere Ave to West Humber River Trl	Not Available	No	50	No	No	Collector	Local

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				Daily Traffic Volume (vehicles)	Surface Transit Route (yes/no)	Posted Speed Limit (km/h)	Presence of Traffic Control Signals (yes/no)	Desirable Network Connections (yes/no)	Current	Recommend
York West (8)	8-1	Jane St	Steeles Ave W to Shoreham Dr	26,000	Yes	50	Yes	Yes	Minor Arterial	Major Arterial
	8-2	Shoreham Dr	Jane St to Murray Ross Pkwy	7,000	Yes	40	Yes	Yes	Collector	Minor Arterial
	8-3	Shoreham Dr	Murray Ross Pkwy to The Pond Rd	11,000	Yes	40	Yes	Yes	Other	Minor Arterial
	8-4	The Pond Rd	Keele St to Shoreham Dr	10,000	Yes	40	Yes	Yes	Other	Minor Arterial
Eglinton-Lawrence (16)	16-1	Duplex Ave	Lawrence Ave West to Eglinton Ave West	10,000-12,000	No	40	Yes	Yes	Collector	Minor Arterial
Davenport (18)	18-1	Dufferin St	Queen St W to 95m S of Peel Ave	11,000	Yes	50	Yes	Yes	Pending	Minor Arterial
	18-2	Dufferin St	95m S of Peel Ave to Peel Ave	11,000	Yes	50	Yes	Yes	Local	Minor Arterial
	18-3	Gladstone Ave	Peel Ave to Queen St W	Not Available	No	50	Yes	No	Minor Arterial	Local
	18-4	Peel St	Dufferin St to Gladstone Ave	Not Available	No	50	No	No	Minor Arterial	Local
Trinity-Spadina (19)	19-1	East Liberty St	Hanna Ave to Strachan Ave	3,000	Yes	40	No	Yes	Pending	Collector
	19-2	Liberty St	Hanna Ave to Atlantic Ave	3,000	Yes	40	No	Yes	Local	Collector
Trinity-Spadina (20)	20-1	Bremner Blvd	Navy Wharf Crt to York St	9,000	No	40	Yes	Yes	Collector	Minor Arterial
	20-2	Brunel Crt	Fort York Blvd to South End	N/A	No	50	No	Yes	Pending	Local
	20-3	Dan Leckie Way	Queens Quay W to	2,000	No	50	Yes	Yes	Local	Collector

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				Daily Traffic Volume (vehicles)	Surface Transit Route (yes/no)	Posted Speed Limit (km/h)	Presence of Traffic Control Signals (yes/no)	Desirable Network Connections (yes/no)	Current	Recommend
			Lake Shore Blvd W							
	20-4	Dan Leckie Way	Lake Shore Blvd W to Fort York Blvd	700	No	50	Yes	Yes	Pending	Collector
	20-5	Fort York Blvd	Spadina Ave to Brunel Crt	2,300	No	50	Yes	Yes	Pending	Collector
	20-6	Lower Simcoe St	Lake Shore Blvd W (S Brn) to Lake Shore Blvd W (N Brn)	7,000	No	50	Yes	Yes	Pending	Collector
	20-7	Lower Simcoe St	Lake Shore Blvd W (N Brn) to Bremner Blvd	7,000	No	50	Yes	Yes	Local	Collector
	20-8	Lower Simcoe St	Bremner Blvd to Station St	7,000	No	50	Yes	Yes	Pending	Collector
Willowdale (23)	23-1	Beecroft Rd	Kempford Blvd to Finch Ave W	2,500	No	50	Yes	Yes	Pending	Collector
	23-2	Doris Ave	Norton Ave to Somerset Way	7,000	No	50	Yes	Yes	Local	Collector
	23-3	Doris Ave	Somerset Way to Byng Ave	7,000	No	50	Yes	Yes	Pending	Collector
	23-4	Ellerslie Ave	Senlac Rd to Bathurst St	4,000	No	40 - 50	Yes	Yes	Local	Collector
	23-5	Hendon Ave	Talbot Rd to Greensview Ave	8,000	No	40 - 50	No	Yes	Local	Collector
	23-6	Kempford Blvd	Yonge St to Beecroft Rd	4,000	No	40	Yes	Yes	Local	Collector
Toronto Centre-	27-1	Alexander St	Maitland Ter to Church St	3,000	No	40	Yes	Yes	Pending	Collector

Ward	ID	Street Name	Road Section Limits	Key Criteria Considered for Reclassification					Classifications	
				Daily Traffic Volume (vehicles)	Surface Transit Route (yes/no)	Posted Speed Limit (km/h)	Presence of Traffic Control Signals (yes/no)	Desirable Network Connections (yes/no)	Current	Recommend
Rosedale (27)	27-2	Gould St	Bond St to Church St	3,000	No	40	Yes	Yes	Collector	Local
	27-3	Gould St	Yonge St to 11m East of O'Keefe Lane	2,500	No	40	Yes	Yes	Collector	Local
	27-4	Gould St	11m East of O'Keefe Lane to Bond St	N/A	No	N/A	No	No	Collector	Walkway
	27-5	Victoria St	Dundas St W to 56m South of Gould St	1,600	No	40	Yes	Yes	Collector	Local
	27-6	Victoria St	56m South of Gould St to Gould St	N/A	No	N/A	No	No	Collector	Walkway
Don Valley East (34)	34-1	Fenside Dr	Lynedock Cres to Roywood Dr	7,000	Yes	40	No	Yes	Local	Collector
	34-2	Roywood Dr	Fenside Dr to Sandover Dr	2,500	Yes	40 - 50	No	Yes	Local	Collector
Scarborough -Rouge River (42)	42-1	Cinemart Dr	Milner Ave to Morningside Ave	7,000	No	50	Yes	Yes	Pending	Collector
	42-2	Milner Ave	Morningside Ave to Conlins Rd	12,000	No	50	Yes	Yes	Collector	Minor Arterial
	42-3	Oasis Blvd	Morningside Ave to Grackle Trl	7,000	Yes	50	No	Yes	Pending	Collector
	42-4	Oasis Blvd	Passmore Ave to Grosbeck Cres	Not Available	No	50	No	No	Collector	Local
	42-5	Rouge River Dr	Sheppard Ave E to Reindeer Dr	4,000	No	50	No	Yes	Pending	Collector

This appendix contains all street sections for which City Councillors, City staff and others have requested reviews of classifications. This table contains some of the key characteristics used to review classifications. Other factors, such as traffic movement versus property access, flow characteristics and typical right-of-way widths were also used. The streets in the table are arranged by ascending ward number and alphabetically by street name.