

2026 Road Classification Amendments

Date: April 22, 2026

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 3 - Etobicoke-Lakeshore, 7 - Humber River-Black Creek, 10 - Spadina-Fort York, 21 - Scarborough Centre

SUMMARY

The Road Classification System (RCS) was originally adopted by City Council in 2000 following municipal amalgamation and has since been updated periodically to reflect newly constructed streets, evolving transportation patterns, and subsequent Council direction. Accurate road classification is important for the governance of the street network, supporting transportation planning, infrastructure design, operational service delivery, and capital investment decisions.

This report provides an update for additional roads that have been assumed by the City since the most recent update in 2018, and for roads where reclassification is required based on current conditions and network role.

This report seeks City Council approval to amend the road classification of seven (7) roadways across four (4) Wards (Wards 3, 7, 10 and 21) identified in Attachment 2, based on an assessment against Council-approved Road Classification Criteria. The proposed changes will support safe and efficient network operations for all road users and improve consistency between roadway function and service delivery.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council approve the amendments to the City of Toronto Road Classification System set out in Attachment 2 Road Classification Update – Table of Changes.

FINANCIAL IMPACT

Changes to operations and maintenance practices that may result from the classification of newly assumed roads, or the reclassification of existing roads, are expected to be minor in nature and will cost approximately \$25,000 in increased maintenance which has been included in the Transportation Services' approved 2026 Operating Budget and service planning.

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

DECISION HISTORY

City Council, at its meeting of June 25 and 26, 2025, adopted Item IE22.4, Updates on Vision Zero Road Safety Initiatives: Improving Crossings for Pedestrians, Updated Road Classification Criteria and Other Matters, following consideration by the Infrastructure and Environment Committee. The report refined classification definitions, criteria, and guidance to better reflect current and future street functions, land use context, and the role of roads in supporting safety, transit, and active transportation.

[Agenda Item History - 2025.IE22.4](#)

City Council, at its meeting of April 24, 25, 26 and 27, 2018, adopted Item PW28.7, Road Classification Amendments, following consideration by the Public Works and Infrastructure Committee. The report included classification of newly assumed roads and reclassification of existing roads.

[Agenda Item History - 2018.PW28.7](#)

City Council, at its meeting of November 27, 28 and 29, 2012, adopted Item PW19.5, Road Classification System Update, following consideration by the Public Works and Infrastructure Committee. The report included classification of newly assumed roads and reclassifications of existing roads.

[Agenda Item History – 2012.PW19.5](#)

City Council, at its meeting of June 19, 20 and 22, 2007, adopted Item PW6.11, Road Classification System Update, following consideration by the Public Works and Infrastructure Committee. The report included classification of newly assumed roads and other amendments identified through Transportation Services' review.

[Agenda Item History – 2007.PW6.11](#)

City Council, at its meeting of June 7, 8 and 9, 2000, adopted Clause No. 12 of Report No. 12 of the Works Committee, Review of Specific Road Classifications, addressing specific road segments as part of the early post-amalgamation refinement of the Road Classification System.

[Agenda Item History - June.2000](#)

City Council, at its meeting of February 29 and March 1 and 2, 2000, adopted Clause No. 1 of Report No. 4 of the Works Committee, Road Classification – Review of

Outstanding Issues and Proposed Classifications (All Wards), which established the unified Road Classification System for the amalgamated City of Toronto. The report defined the five primary road classes and directed that future changes involving roads classified as Collector or higher be reported to Council for approval.

[Agenda Item History - March.2000](#)

COMMENTS

The Road Classification System (RCS) acts as a governance framework that establishes the functional hierarchy of streets and informs the management of more than 5,600 kilometres of public roads under the jurisdiction of the City of Toronto.

Road classification is primarily descriptive of a street's intended function within the transportation network. Road classification is determined through an evaluation against Council-approved Road Classification Criteria included in Attachment 1, using a best-fit approach for roads with similar functions. The criteria consider several factors, including:

- Estimated traffic volumes
- The role of the road within the transportation network
- The presence of transit routes
- Pedestrian and cycling activity
- Adjacent land use context
- Connectivity within the network

Streets are categorized into five functional classes, based on the level of mobility and access they provide within the network - Expressway, Major Arterial, Minor Arterial, Collector, and Local.

These classifications reflect the balance between mobility and access that each street is intended to support. Arterial roads generally serve longer-distance travel and goods movement across the city, while Collector and Local roads primarily provide access to neighbourhoods and adjacent land uses.

The RCS operates in coordination with the transportation policies of the City's Official Plan, including the street network identified on Official Plan Map 3 – Right-of-Way Widths Associated with Existing Major Streets.

While the Official Plan establishes the long-term strategic transportation structure of the City, the RCS provides the operational framework used by Transportation Services to manage the functional hierarchy of streets and apply consistent operational, maintenance, asset management, and planning practices across the network. Together, these frameworks support coordinated transportation planning, land use planning, and infrastructure management.

Over time, the City's transportation network has continued to evolve as new streets are constructed and assumed through development approvals, subdivision agreements, infrastructure projects, and area redevelopment initiatives. As a result, Transportation Services periodically identifies newly assumed roads requiring initial classification, as

well as minor adjustments to existing classifications, in order to maintain network continuity and accurate records.

Since the adoption of the City's RCS in 2000, classification changes involving Collector roads, Minor Arterial roads, and Major Arterial roads are brought forward through staff reports for Council consideration.

Proposed Changes to Road Classification

This report seeks City Council approval to amend the road classification of seven (7) roadways across four (4) Wards (Wards 3, 7, 10 and 21) identified in Attachment 2, based on an assessment against Council-approved Road Classification Criteria. The proposed changes will support safe and efficient network operations for all road users and improve consistency between roadway function and service delivery.

Ward 3: Proposed Road Classification of a Newly Assumed Street

Within Etobicoke–Lakeshore (Ward 3), Map 3-1 in Attachment 3 illustrates the proposed classification of newly assumed public highways that have not previously been assigned a formal designation within the Road Classification System.

The following newly assumed road is recommended to be classified as a Collector road:

- Thomas Fisher Drive (Islington Avenue to Edward Horton Crescent)

This road provides a direct connection to Islington Avenue and supports short-distance traffic distribution within the neighbourhood, exhibiting characteristics consistent with a Collector function.

The remaining roads - Edward Horton Crescent and Arthur Street - are Local roads, reflecting their role in providing direct frontage access with limited connectivity and no network distribution function.

Ward 7: Proposed Road Classification of Newly Assumed Streets and Reclassification of a Street Segment

Within Humber River–Black Creek (Ward 7), Map 7-1 in Attachment 3 illustrates the classification of previously unclassified roads, along with one reclassification from Local road to Collector road, to align with the current functional role within the transportation network.

The following newly assumed roads are recommended to be classified as Collector roads:

- Abraham Welsh Road (Sheppard Avenue West to Isaac Devins Boulevard)
- Isaac Devins Boulevard (Mary Chapman Boulevard to Abraham Welsh Road)
- Mainshep Road (Parrotta Drive to Mary Chapman Boulevard)
- Mary Chapman Boulevard (Sheppard Avenue West to Mainshep Road)

In addition, the following existing road segment is recommended to be reclassified from Local to Collector:

- Mainshep Road (Weston Road to Parrotta Drive)

These roads function as neighbourhood connectors that provide continuous linkage between local streets and higher-order roads, support traffic distribution within the community, and accommodate both movement and access functions. The reclassification of Mainshep Road reflects its established role in providing a desirable network connection and its integration within the broader street network, consistent with the Council-approved Road Classification Criteria.

Ward 10: Proposed Classification of a Newly Assumed Street and Reclassification of a Street Segment

Within Spadina–Fort York (Ward 10), Map 10-1 in Attachment 3 illustrates Fort York Boulevard situated within a dense, high-intensity urban environment, including adjacent connections to Spadina Avenue and Lake Shore Boulevard West, that are both Major Arterial roads.

The following newly assumed road segment is recommended to be classified as a Minor Arterial road:

- Fort York Boulevard (Dan Leckie Way to Telegram Mews)

In addition, the following existing road segment is recommended to be reclassified from a Collector road to a Minor Arterial road:

- Fort York Boulevard (Telegram Mews to Spadina Avenue)

This roadway provides important east-west connectivity parallel to Lake Shore Boulevard West and facilitates access to significant mixed-use development, regional destinations, and access points to the F.G. Gardiner Expressway, indicating a function that extends beyond local access. The network characteristics, including higher intersection density, multimodal activity, and connectivity to strategic corridors, support a Minor Arterial classification, as the road contributes to traffic distribution and accommodate broader movement within the downtown network.

Ward 21: Proposed Reclassification of a Street Segment

Within Scarborough Centre (Ward 21), Map 21-1 in Attachment 3 illustrates a road that currently functions as a key internal connector within a planned institutional and mixed-use precinct.

The following existing road is recommended to be reclassified from a Local road to a Collector road:

- Brockley Drive (Akil Thomas Gardens to Treewood Street)

This road provides continuous north-south connectivity between higher-order roads, including Midland Avenue and Lawrence Avenue East, and support access to major trip generators, including civic, educational, and commercial uses. The network configuration, block structure, and role in facilitating both vehicular circulation and

transit-supportive movement patterns support reclassification as a Collector road, as the road accommodates traffic distribution beyond immediate frontage access. Application of the Council-approved Road Classification Criteria confirms that the proposed classification aligns with the functional role, connectivity, and planned intensification context of the Scarborough Centre area.

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ATTACHMENTS

Attachment 1: Road Classification System Criteria
Attachment 2: Road Classification Update – Table of Changes
Attachment 3: Road Classification Update – Classification Changes Maps, Wards 3, 7, 10 and 21