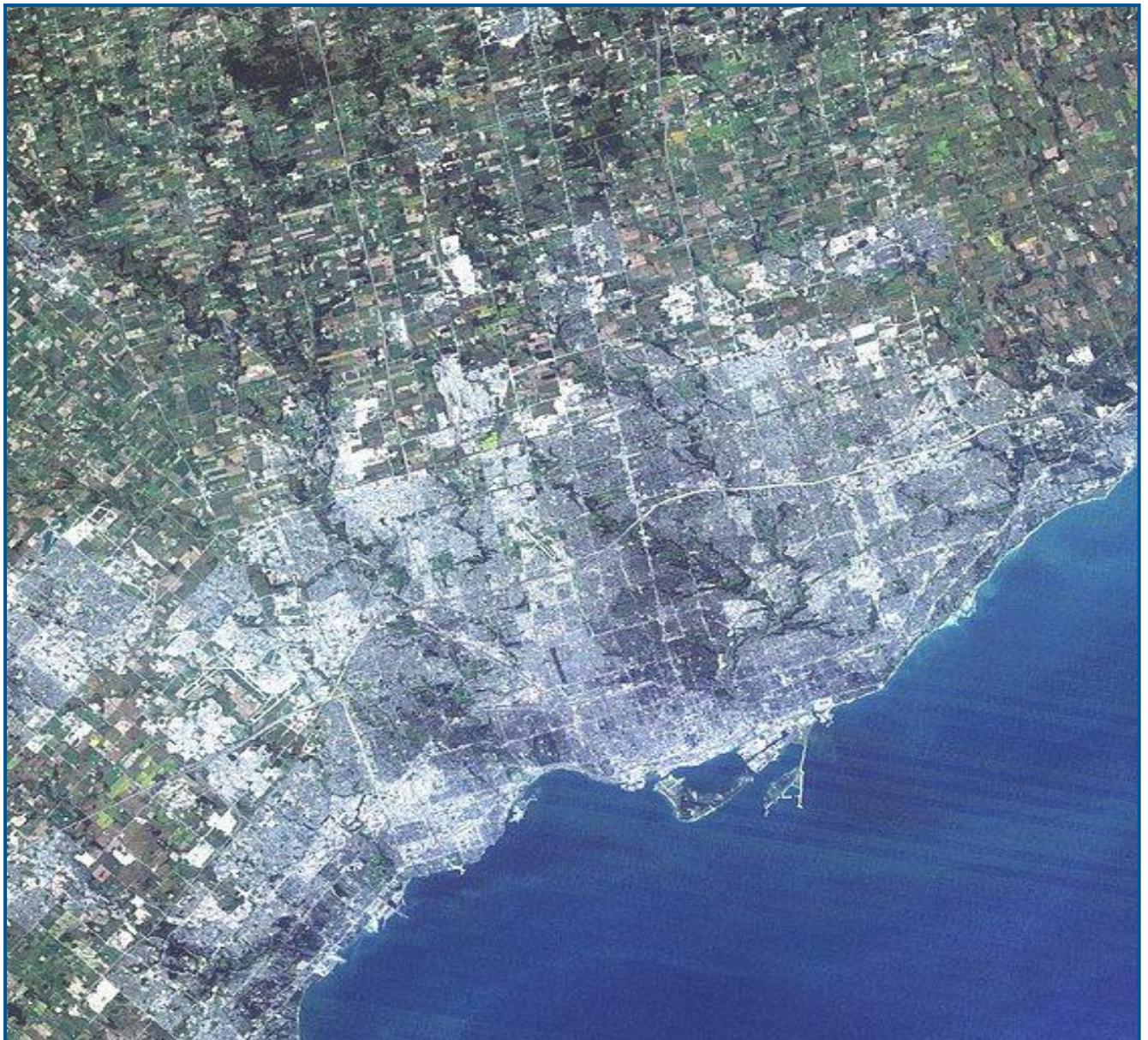


# City of Toronto Road Classification System

## *Summary Document*





# **City of Toronto**

# **Road Classification System**

## ***Summary Document***

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***While this document attempts to provide extensive information and guidance, it is impractical to provide every last detail. If the user is unsure and needs clarification on any item, those listed as contacts will attempt to provide that information.***

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## EXECUTIVE SUMMARY

City Council, at its meeting of February 29 and March 1 and 2, 2000, adopted a Road Classification System to consolidate and replace the various road classification systems inherited from Toronto's seven former municipalities. Transportation Services Division, in consultation with internal staff, Councillors and the public developed the City of Toronto Road Classification System (RCS).

The main purpose of the RCS is to provide a consistent policy and planning framework, not only for transportation and planning staff, but also for the various standing committees and Community Councils, the public and other stakeholders. This policy framework also provided a useful context for elected representatives when dealing with issues that required a Council decision.

The RCS was recently updated by City Council at its November 27, 28 and 29, 2012 meeting.

A street network performs most efficiently and safely from both a traffic\road operations and a road safety perspective if roads are designated, operated and maintained to serve their intended purposes. These purposes include the efficiency of travel for all modes and the safety and convenience of all road users. A road classification system designates streets into different groups or classes according to the type of service each group is intended to provide. This is a fundamental tool for urban development and road management. Grouping roads with similar functions can improve transportation planning, road infrastructure design and maintenance, and traffic and road operations.

Most road management authorities establish classification systems for their specific area of responsibility to assist in the development, design, operation and maintenance of the road network. In Canada, Table U. A. 5 – "Characteristics of Urban Streets" published in the Urban Supplement to the Geometric Design Guide for Canadian Roads, April 1995 by the Transportation Association of Canada (TAC) provides key elements of the classification system. The TAC table is not sufficiently explicit to permit easy classification of Toronto's streets. For example, a road carrying between 10,000 and 12,000 vehicles per day could be classified as an "industrial/commercial collector", a "minor arterial", a "major arterial" or even an "expressway".

Consequently, there are a number of refinements in the City of Toronto's road classification criteria table which reflects Toronto's condition and experience. Table 1: "*Road Classification Criteria*", dated January 2000 has been developed to guide road classification and to assist in determining appropriate transportation policies and practices for different road types. Table 1 should not be used in isolation but should be considered in conjunction with RCS policy document.

Every street owned by the City of Toronto has been given one of the following five classifications, with the exception of public laneways:

- expressway;
- major arterial road;
- minor arterial road;
- collector road; and
- local road;

Local roads serve primarily to provide access to properties and serve a relatively minor role in carrying motorized traffic. Consequently, traffic volumes and speeds on these roads should be low. Conversely, expressways carry high volumes of motor vehicle traffic at relatively high speeds. Collector streets serve to collect and distribute traffic between local streets and arterial roads. Arterial roads (with the expressway system) provide the major corridors for traffic (including surface transit) movement. Arterial roads are also important for pedestrians and cyclists. As motor vehicle speeds and volumes are higher on these roads than on local and collector roads, special facilities such as bicycle lanes will often be necessary to ensure the safety of cyclists. Sidewalks, while important on all streets except expressways, are particularly necessary on collector and arterial roads.

The maintenance of the RCS is an ongoing activity which ensures the existing road network, and any new streets assumed by the City are correctly classified based on their current functional levels. It is proposed that in all cases to the Public Works and Infrastructure Committee (PWIC) (formerly Works Committee) should review these matters and make recommendations to City Council.

***This document, various reports and subsequent Council decisions are posted on the City's Internet and Intranet websites.***

## 1.0 INTRODUCTION

According to the Transportation Association of Canada (TAC) Manual of Geometric Design Standards for Canadian Roads – 1986, road classification is “the orderly grouping of roads into systems according to the type and degree of service they provide to the public.” A street network performs most efficiently and safely from both a traffic operations and a road safety perspective if roads are designated and operated to serve their intended purposes. These purposes include the efficiency of travel for all modes and the safety and convenience of all road users.

A road classification system designates streets into different groups or classes according to the type of service each group is intended to provide. This is a fundamental tool for urban development and road management. Grouping roads with similar functions can improve transportation planning, road infrastructure design and maintenance, and traffic and road operations.

But while road classification can help meet the needs of communities for transportation services, just as importantly, it can help protect against the adverse impacts of motorized traffic in neighbourhoods. Some roads should carry higher volumes of traffic at higher speeds, while the majority of roads carry lower volume at lower speeds. This allows neighbourhoods to flourish between main traffic corridors. The absence of a hierarchy of roads would result in less efficient routes for traffic with associated increases in the time and cost of transporting people (whether by foot, bike, bus or car) and goods. The quality of urban life would also decline as motorized traffic would increasingly infiltrate into neighbourhoods to avoid mounting congestion.

This document provides background information, the purpose and development of the road classification system. It includes a brief description of each of the road classifications. Also, the document describes the traffic operation and road operation policies in conjunction with Road Classification System and makes recommendations regarding the respective roles of Community Councils and standing committees in dealing with these policies.

In Section 4, Table 1 - *Road Classification Criteria* is a summary of the characteristics of the different road classes and has been developed to guide the classification of roads. In Section 6, Table 2 – *Revised Road and Traffic Operations Decision Routing* identifies the mechanism for City Council to consider various traffic issues in the context of road classification. The policies, decision routing and individual road classifications which comprise the road classification system came into effect with the 2001 City Council and modified in 2007 and 2012.

## 2.0 BACKGROUND

This process began in October 1998, when City Council requested the Commissioner of Works and Emergency Services to give priority to the preparation of a road classification system and associated traffic operations policies. Staff, in a June 29, 1999 report entitled *Proposed Road Classification System*, reported to the Works Committee at its July 14, 1999 meeting. Also, a number of reports were considered by the Community Councils at their September 1999 meetings. A number of clarifications of the report and refinements to the road classification system were subsequently made in response to these and other meetings. For additional information on the relevant committee decision please refer to Appendix A – 1.

City Council, at its meeting of February 29, March 1st and 2nd, 2000, adopted a new City of Toronto Road Classification System to consolidate and replace the various road classification systems inherited from Toronto's seven former municipalities. For detailed information on the report entitled *Road Classification - Review of Outstanding Issues and Proposed Classifications (All Wards)* dated January 26, 2000, see Appendix A.

Each of Toronto's seven former municipalities had a slightly different approach to, and purpose for, road classification, although the general concept of having a road hierarchy was common. They all had policies related to the development, design, operation and maintenance of roads, and to differing degrees these were referenced to a road classification system. In some cases, these policies were consolidated in Official Plans. East York, Etobicoke, Metropolitan Toronto, North York and York had road classifications in their Official Plans while Scarborough and Toronto did not. Metropolitan Toronto and Scarborough had definitions of road rights-of-way in their Official Plans.

Various traffic operations policies had been established by Council decision or departmental practice in each of the municipalities. The main purpose of these policies was to provide a framework for the development and management of the road system, particularly for use by planning and transportation staff. This policy framework also provided a useful context for elected representatives when dealing with issues that required a Council decision. Some of these policies were not explicitly referenced to a classification system, although there was an implicit connection. By virtue of the existence of standards and guidelines as well as historical agreements among the former seven jurisdictions, most individual policies and practices were inherently part of a commonly accepted road classification system.

Although many of the policies developed by the former seven jurisdictions were similar, there were also differences. With the amalgamated City now having responsibility for all roads, there is a need to develop a harmonized classification system, as was recognized by Council in referring this matter to staff for a report. This provides a consistent policy and planning framework, not only for transportation and planning staff, but also for the various standing committees and Community Councils, the public and other stakeholders.

This report summarizes Transportation Services Division's (TSD) staff efforts to harmonize the road classification system, and reflects widespread consultation through Community Councils and with residents and community groups. The RCS, and the resulting hierarchical road network, will assist in developing a safe and effective transportation system, to the satisfaction of a broad range of stakeholders.

### 3.0 PURPOSE OF A ROAD CLASSIFICATION SYSTEM

#### *What is the City's New Road Classification System and Why Do We Need it Now?*

A City's road classification system helps Council, staff and the public in determining how the City's street network will be managed. A street network performs most efficiently and safely from both an operations and safety perspective if roads are designated and operated to serve their intended purposes. The road classification system for the City of Toronto identifies five classes of roads with different characteristics. The system also outlines traffic and road operations policies which depend on or influence road classification and it clarifies the decision-making mechanism by proposing a decision route (Community Council or Public Works and Infrastructure Committee (PWIC)) for each operational matter.

Road classification can assist with the co-ordination and planning of land use and transportation. It can help with the establishment of designated road right-of-way widths and design standards for access control, road cross-sections, pavement structure, drainage systems, sidewalks and boulevards and street lighting. It can guide the establishment of traffic operations standards and guidelines for traffic control devices, pavement markings, on-street parking and stopping regulations, speed limits and pedestrian and cycling facilities.

Road classification can support with the organization of data and information for road design and traffic operations. It can assist with the establishment of standards and guidelines for snow removal, street cleaning and litter removal, and pavement, sidewalk and boulevard reconstruction and maintenance. Also, road classification can be used in the development of guidelines for right-of-way management for the accommodation of utilities, advertising, vendors and banners and pennants.

A road classification system not only provides a fundamental management tool for transportation staff, but road users as well as communities derive benefits from its existence and consistent application. Formalized road classifications help residents, residents' groups, business people, planning professionals and other stakeholders to have a clear understanding of the function and characteristics of particular roads.

## 4.0 DEVELOPMENT OF A ROAD CLASSIFICATION SYSTEM

Most road management authorities establish classification systems for their specific area of responsibility to assist in the development, design, operation and maintenance of the road network. In Canada, Table U. A. 5 – "Characteristics of Urban Streets" published in the Urban Supplement to the Geometric Design Guide for Canadian Roads, April 1995 by the Transportation Association of Canada (TAC) provides key elements of the classification system. The TAC table is not sufficiently explicit to permit easy classification of Toronto's streets. For example, a road carrying between 10,000 and 12,000 vehicles per day could be classified as an "industrial/commercial collector", a "minor arterial", a "major arterial" or even an "expressway".

Consequently, there are a number of refinements in the City of Toronto's road classification criteria table which reflects Toronto's condition and experience. Table 1: "*Road Classification Criteria*", dated January 2000 has been developed to guide road classification and to assist in determining appropriate transportation policies and practices for different road types. Table 1 should not be used in isolation but should be considered in conjunction with RCS policy document.

Every street owned by the City of Toronto has been given one of the following five classifications, with the exception of public laneways:

- expressway;
- major arterial road;
- minor arterial road;
- collector road; and
- local road;

This closely matches the previous classification systems from the amalgamating municipalities.

There are a number of refinements in the new road classification table which reflect Toronto's experience. The most significant characteristics in the new table are the relative importance of traffic movement versus property access, the daily motor vehicle traffic volume, traffic flow characteristics and the inclusion of pedestrian and cycling characteristics. The characteristics identified in Table 1 are intended to be mostly descriptive, but they may also serve a prescriptive role. In other words, they should describe existing characteristics of streets in each class, and assist in the classification of individual streets, but they may also help in determining appropriate changes to land use, property access, traffic operations or road operations on particular streets, so that in future these streets will be able to operate more as intended in the network.

The designation of arterial roads in Toronto (or any city) due to their varied historical land use results in different design and operating characteristics applying at different points along the length of many of arterial roads. The City is comprised of numerous distinct areas, particularly in the former inner three municipalities (East York, Toronto and York) which results in arterial roads having different characteristics from those normally associated with arterial roads. For example, traffic movement tends to be less dominant as access remains an important function in the numerous commercial areas of the City (such as Weston, Downsview, Spadina Village or Bayview Village), many of which were thriving towns

independent of Toronto. The arterial roads through these former towns not only provided access for customers and suppliers, but also acted as main corridors for local residents and other traffic. As land redevelopment and periodic road reconstruction occur, opportunities will arise to standardize the design standards on streets of each class, but there will always be some differences between roads of the same class, reflecting the different historic backgrounds, community needs and existing urban forms of neighbourhoods.

Similarly, many early roads have evolved to carry more and more traffic and are often classified as major arterials because that is how they have functioned for many years. Nevertheless, there are many examples of these roads being substantially or completely residential over significant portions of their length, generating concerns from residents about the classification. Changing the classification will not make the traffic, go away. Instead, other modifications are needed to control traffic to recognize the residential nature of these streets. These could include the introduction of truck restrictions, school zones, traffic signals or reduced speed limits.

Toronto has numerous rear and side lanes which are not legal streets. They were not included in the RCS of the former municipalities and are not included in the system proposed here. There is little ambiguity between local streets and lanes, and there is little likelihood of lanes becoming streets or vice-versa.

### *Relationship Between Road Classification and the Official Plan*

The review of the proposed road classification system for the City of Toronto has raised a number of policy issues, particularly with respect to the relationship between road classification and the City's overall strategic transportation plan.

While a city's traffic and road operations and RCS should be consistent with its strategic transportation plan, it is, to a large extent, independent of it. The road classification system should deal with how the roads are to be managed on a day-to-day basis to meet the City's short term and long term transportation objectives, whereas the Official Plan sets the long term objectives and will address more strategic issues such as the relative significance of transit compared with private automobiles.

In Toronto, following the January 1998 amalgamation of seven former municipalities into the new City of Toronto, the road classification system has been developed before the Official Plan, in response to the City Council request. However, City Planning (formerly Urban Development Services) staff have been directly involved with the development of the road classification system, and have confirmed that the system will be compatible with the general philosophy of the transportation component of the Official Plan.

### *Relationship between of Road Classification and Road and Traffic Operation Policies*

Accordingly, the RCS and associated policies presented here are the result of a deliberate harmonization of policies and practices, with a genuine attempt at widespread public, Councillor and staff consensus. It is true, however, that the new classification system is significantly different from those of the prior organizations, in response to changing philosophies in transportation planning and traffic engineering. The earlier systems were developed from the late 1950s through to the 1980s and underwent relatively little review in the 1990s. The new system attempts to harmonize the earlier systems while bringing the

concept into the 21<sup>st</sup> century. The biggest manifestation of this is the new system's recognition of the importance of roads in providing for mobility for all, not just those in private motor vehicles. Thus the classification of roads will be partly dependent on motor vehicle traffic volumes, but will also be influenced by other variables such as the presence of transit routes and the needs of pedestrians and cyclists. Policies which evolve from this work include strong encouragement for the provision of sidewalks on collector and arterial streets which currently do not have them.

For more detailed information regarding RCS, land use, traffic and road operation decision making reporting, see Section 6 of this document.

**Table 1: Road Classification Criteria**

January 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)	<2,500	2,500 – 8,000	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 <sup>2</sup>	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	<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 devices <sup>2</sup> , m	0 - 150	215 - 400	215 - 400	215 - 400	Not applicable
Typical right-of-way width, m	15 - 22	20 - 27	20 <sup>4</sup> – 30 <sup>5</sup>	20 <sup>4</sup> – 45 <sup>5</sup>	> 45 <sup>5</sup>

**Notes:**

1. Private roads and lanes (public or private) are not part of this classification system.
2. A number of major arterial roads have speed limits which fall outside this range, as noted in Table 2: Speed Limit.
3. Traffic control devices refer to traffic control signals, pedestrian crossovers and 'Stop' signs.
4. 20 m rights-of-way exist on many downtown or older arterial roads. New arterial roads should have wider rights-of-way.
5. Wider rights-of-way (within the ranges given) are sometimes required to accommodate other facilities such as utilities, noise mitigation installations, bicycle facilities, and landscaping. For new streets, wider rights-of-way (upper end of ranges given) should be considered to accommodate such facilities.

## 5.0 ROAD CLASSIFICATION SYSTEM

The former “Metro” roads (including the Don Valley Parkway and the F.G. Gardiner Expressway), with the “400 series” provincial highways formed the backbone of the previous road system. In addition, the six local governments also had various arterial, collector and local roads. Generally speaking, the proposed major arterial roads are roughly equivalent to the former “Metro” roads. Minor arterial roads are mostly the former Cities’ arterial roads. Most proposed collector and local roads have retained their former classification.

In classifying Toronto’s streets, a daily motor vehicle traffic volume of 2,500 (total traffic in both directions) has been used as the dividing line between local streets and collectors, and a daily traffic volume in excess of 8,000 indicates that a road function as a minor arterial. A traffic volume over 20,000 vehicles per day suggests a major arterial. These numbers are not rigid, however, as all the characteristics are used to a lesser or greater degree to determine a street’s classification. For example, Dundas Street through much of its length in the former City of Toronto carries around 17,000 motor vehicles per day (suggesting a minor arterial status on first appearances) and a busy streetcar route with up to 10,000 passengers a day (depending on the location). It should, however, receive the higher level snow clearance accorded to major arterials, and is designated major arterial rather than minor, from Dufferin Street to Parliament Street. In this case, the high transit ridership on the street needs to be reflected in the classification so that traffic and road operations policies, such as parking management and snow removal, are supportive of a road which is important for the movement of many people.

Traffic signal installations are also indicative of collector or arterial roads. Consequently, local streets should not all be connected with arterial roads by traffic signals because this would undermine the capacity of the arterial road system, resulting in neighbourhood traffic infiltration. Instead, a few streets should be designated as collectors and should have signalized intersections at the arterial roads so that residents can access the arterial road system safely at these points from neighbourhoods.

A road classification system groups streets in a hierarchical manner with different groups performing different functions. The hierarchy provides for a gradation in service with high traffic service levels and no access to abutting properties for the highest order roads (expressways) and conversely low traffic service levels but full property access for local roads. Between these two extremes, arterial roads provide relatively high traffic service levels with some property access, while on collector roads, traffic service and property access are equally important. Collectors, as their name implies, serve to collect traffic from local streets and provide access to arterial roads, which then may connect to expressways. Collectors also can be thought of as distributors of traffic from the main roads to the local roads. As would be expected, traffic volumes are typically higher on higher level roads than on lower level roads.

Other characteristics of streets are dependent on road classification too. Speed limits and traffic operating speeds tend to be higher on higher level streets; higher level roads are generally wider with more traffic lanes; and bus and streetcar service is generally concentrated on arterial and collector roads. Because more pedestrians are likely to use roads of higher classification (except expressways), sidewalks are more important on these streets than on local streets with low volumes of motorized traffic travelling at low speeds.

Cyclists will generally not need special facilities on local streets but are more likely to need bicycle lanes on arterial roads, where competition for road space is more intense.

This chapter provides a brief synopsis of each of the road classification designations.

**Figure 1: Local Roads – Hoshlega Drive and Truman Road**



- Provide access to property;
- Less than 2,500 vehicles per day;
- Low traffic speed;
- Generally no bus routes;
- Cyclists - special facilities as required;
- Sidewalks on at least one side of road;
- Truck restrictions preferred; and



- Low priority for winter maintenance

Figure 2: Collector Roads – Elmhurst Drive



Provide access to property and traffic movement;

2,500 to 8,000 vehicles per day;

Less than 1,500 bus (or streetcar) passenger per day;

Signalized intersections at arterial roads;

Truck restrictions permitted;

Cyclists – special facilities as required;

Sidewalks on both sides of the road; and

Medium priority for winter maintenance



**Figure 3: Minor Arterial Roads - Gerrard Street East.**



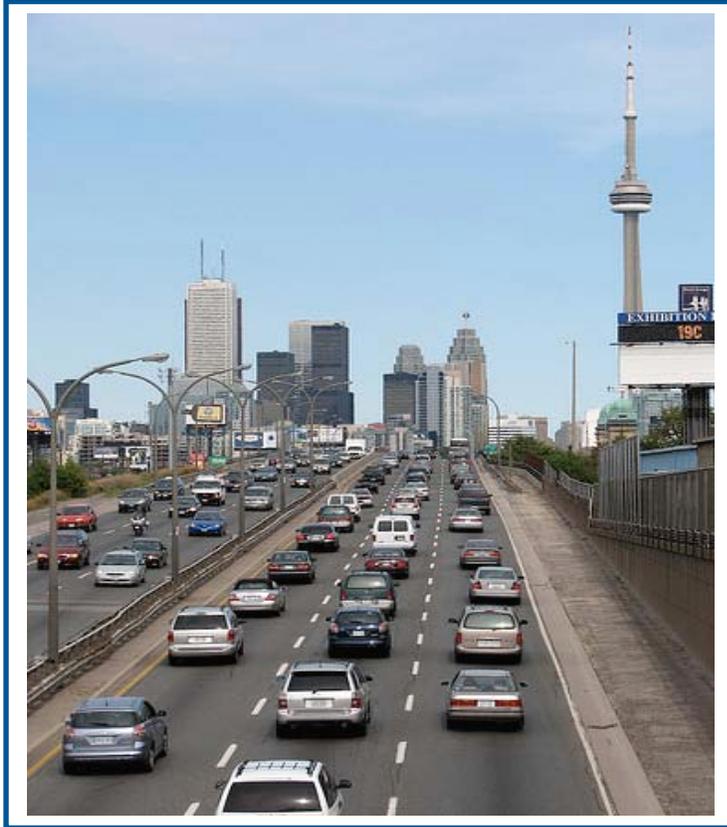
- Traffic movement is a primary function;
- Some property access control;
- 8,000 to 20,000 vehicles per day;
- 1,500 to 5,000 bus passenger per day;
- Speed limits 40 to 60 km/hr;
- No “Stop” signs; main intersections controlled by traffic signals;
- No truck restrictions;
- Sidewalks on both sides; and
- High priority of winter maintenance

**Figure 4: Major Arterial Roads - Yonge Street**



- Traffic movement is a primary function;
- Subject to access controls;
- Greater than 20,000 vehicles per day;
- Greater than 5,000 bus passengers per day;
- Speed limits 50 to 60 km/hr;
- Cyclists – special facilities desirable;
- Sidewalks on both sides; and
- High priority of winter maintenance

**Figure 5: Toronto Expressway – F.G. Gardiner Expressway**



Traffic movement is a primary function;

No property access;

Speed limits 80 to 100 km/hr;

Greater than 40,000 vehicles per day;

No local transit service;

Pedestrians and cyclists prohibited;

Grade-separated intersections (no traffic signals); and

Highest priority of winter maintenance

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## 6.0 ROAD AND TRAFFIC OPERATION POLICIES, ROAD CLASSIFICATION AND DECISION ROUTING

### 6.1 Road and Traffic Operation Decision Routing

Most traffic operations policies and characteristics are influenced by the classification of the road, including speed limits, truck restrictions, road widths, number of lanes, traffic signal location, transit route selection, bicycle facility location and parking and stopping regulations. A number of these are directly identified in Table 1: "Road Classification Criteria".

Numerous land use, traffic and road operations matters are considered by standing committees and Community Councils with recommendations forwarded to City Council for final decisions. It is Council's intention that as many of these transportation matters as practicable should be delegated to Community Councils rather than standing committees. Matters of strategic significance where amalgamated City policies are not in place or where deviations from policies are being proposed will still need to be referred to standing committees. It is recommended that transportation matters relating to land development and transportation planning which are beyond the mandate of Community Councils be directed to the Planning and Growth Management Committee (formerly Planning and Transportation Committee). Other strategic transportation issues, including the establishment or amendment of traffic operations policies, should be considered by the PWIC. In general, most matters concerning major arterial roads and all matters concerning expressways which require City Council decisions should be considered by the Works Committee.

The following Table 2 "*Road and Traffic Operations Decision Routing – Revised*" describes the revised road and traffic operations decision routing of reports. This table incorporates the applicable decision routing as identified in Table 2, "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000; and Table 1, "*Enforcement and Exemptions to City By-laws and Policies in Certain Matters*", and Table 5 "*Matters Delegated to Community Councils Pending Provincial Regulations*" within the report entitled, "*Delegation of Certain Matters to Community Councils*" (Report EX2.5) as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07; and other related City Council decision.

Table 2 "*Road and Traffic Operations Decision Routing – Revised*" summarizes the committee routing for these issues and should be used together with this document.



**Table 2: Road and Traffic Operations Decision Routing - Revised**

Abbreviations: Community Council (CC)  
 Public Works and Infrastructure Committee (PWIC)  
 Not applicable, or exceptions to be considered by PWIC (NA)

*Note: All footnoted material is referenced on pages 19 and 20.*

Matters		Local	Collector	Minor Arterial	Major Arterial	Expressways
<b>Dispute resolution regarding property access<sup>7</sup></b>		CC	CC	CC	PWIC	NA
<b>Speed Limit Changes, Restrictions and Reductions<sup>2</sup></b>	In accordance with City regulations, by-laws and policy	CC	CC	CC	CC	PWIC <sup>4</sup>
	Deviation from City policy	CC	CC	CC	City Council	PWIC <sup>4</sup>
	Limitation to Delegation <sup>5</sup>	City Council	City Council	City Council	City Council	NA
<b>Road Alterations</b> - includes, but not limited to: road narrowing and widening, installing medians and intersection re-alignments.	In accordance with City regulations, by-laws and policy	CC	CC	CC	CC	CC
	Deviation from City policy	CC	CC	CC	City Council	City Council
	Limitation to Delegation <sup>6</sup>	City Council	City Council	City Council	City Council	City Council
<b>Sidewalks on Existing and New Streets<sup>3</sup></b>	In accordance with City regulations, by-laws and policy	CC	CC	CC	CC	NA
	Deviation from City policy	CC	CC	CC	City Council	NA
<b>Bicycle Facilities:</b> introduce, rescind or modify bicycle lanes. <sup>1</sup>		PWIC	PWIC	PWIC	PWIC	NA
<b>High Occupancy Vehicles (HOV) lanes<sup>7</sup></b>		NA	NA	PWIC	PWIC	PWIC
<b>Installation of “Stop” Signs<sup>2</sup></b>		CC	CC	CC	NA <sup>8</sup>	NA

Matters		Local	Collector	Minor Arterial	Major Arterial	Expressways
<b>On-Street Traffic Regulations</b> Includes but not limited to: <ul style="list-style-type: none"> <li>• Turn Restrictions and Entry Prohibitions</li> <li>• Traffic Signal Installations</li> <li>• Pedestrian Crossover (PXO) Installation or Relocation</li> <li>• Heavy Truck Prohibitions</li> </ul>	In accordance with City by-laws and policy	CC	CC	CC	CC	NA
	Deviation from City policy	CC	CC	CC	City Council	NA
	Limitation to Delegation <sup>6</sup>	City Council	City Council	City Council	City Council	NA
<b>On-Street Parking/Standing/Stopping Regulations<sup>10</sup></b>	In accordance with City by-laws and policy	CC	CC	CC	CC	NA
	Deviation from City policy	CC	CC	CC	City Council	NA
	Limitation to Delegation <sup>6</sup>	City Council	City Council	City Council	City Council	NA
<b>On-Street Permit Parking<sup>11</sup></b> (installation or removal of permit parking)	In accordance with City by-laws and policy	CC	CC	CC	CC	NA
	Deviation from City policy	CC	CC	CC	City Council	NA
	Limitation to Delegation <sup>6</sup>	City Council	City Council	City Council	City Council	NA
<b>Traffic Calming</b>	In accordance with City by-laws and policy	CC	CC	NA <sup>9</sup>	NA <sup>8</sup>	NA
	Deviation from City policy	CC	CC	NA <sup>9</sup>	NA <sup>8</sup>	NA
	Limitation to Delegation <sup>6</sup>	City Council	City Council	NA	NA	NA
<b>Permanent Road Closures<sup>7</sup></b>		CC	CC	PWIC	PWIC	PWIC
<b>Temporary Road Closures<sup>2,12</sup></b>		CC	CC	CC	City Council	City Council
<b>Road Classification (new or existing streets)<sup>7</sup></b>		NA	PWIC	PWIC	PWIC	PWIC

- <sup>1</sup> Report entitled, *"Streamlining the Bicycle Lane Approval Process"* dated December 18, 2007, as adopted by City Council at its meeting of January 29 and 30, 2008, recommended that City Council rescind the delegation to Community Councils of final decision on bicycle lane matters. City Council directed that all bicycle lane matters be routed to Council through the Public Works and Infrastructure Committee, in order to streamline the City's bicycle lane approval process.
- <sup>2</sup> *"Delegation of Certain Matters to Community Councils"* report, as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, does not refer to the Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000, as the applicable policy for the specific matter.
- <sup>3</sup> *"Delegation of Certain Matters to Community Councils"* report, as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, does not differentiate between the installation of sidewalks on existing versus new streets as identified in the Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000.
- <sup>4</sup> Expressways are not identified in the *"Delegation of Certain Matters to Community Councils"* report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, for this specific matter. Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000 provides direction on decision routing for the specific matter.
- <sup>5</sup> Delegation of Authority is limited when proposals are:
  - a) in designated school zones restricting speed only on days on which school is regularly held; and
  - b) on designated portion of a highway with a grade of 6 percent or higher restricting speed for only certain classes of vehicles when traveling down grade, requires Council approval.
- <sup>6</sup> Limitation to Delegation of Authority occurs when proposals to alter any portion of a road where there is an established TTC route must be approved by City Council.
- <sup>7</sup> The matter was not identified in the *"Delegation of Certain Matters to Community Councils"* report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000, continues to be the applicable policy for the specific matter.
- <sup>8</sup> *"Delegation of Certain Matters to Community Councils"* report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Stated that Community Council may not approve installation of stop signs or traffic calming on major arterial roads.

- <sup>9</sup> Minor arterial roads were not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. for the specific matter. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, provides direction on decision routing for the specific matter.
- <sup>10</sup> On-Street Parking/Standing/Stopping Regulations includes, but is not limited to the following: on-street parking, standing or stopping, side and time restrictions, drop-off and pick-up zones, disabled parking, meter parking, on-street loading zones and taxi-cab stands. [*By-law 355-2009: Amended Municipal Code Ch. 27, Council Procedures, to clarify delegation to Community Council by modifying wording to say, "including but not limited to the following"*]
- <sup>11</sup> Section §925-4, of Municipal Code Chapter 925 - Permit Parking, states the conditions under which permit parking can be applied to local, collector and minor arterial roads; other roads at the enactment of this chapter; and other roads determined by the General Manager except for roads identified as excluded areas defined in Section §925-1.
- <sup>12</sup> Section §937-5, of Municipal Code Chapter 937 - Temporary Closing of Highways, states that staff shall prior to approving any temporary street closures under § 937-1 to 937-3.1, notify the ward councillor(s) in whose ward the road closure is pending. If requested by the affected ward's councillor, Deputy City Manager (formerly Commissioner, Works and Emergency Services) shall not approve the temporary street closure but shall report the matter to the appropriate Community Council for final decision under delegated authority, or for recommendation to Council for final decision.

"*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07 states that temporary road closures for **local and collector roads where Council approval is required are delegated to Community Council for final decisions** and temporary closure of major arterials and expressways, where Council approval is required continue to require Council approval (see section §937-4 of Chapter 937), but no delegation of authority for minor arterial or other major arterials and expressways identified in section §937-4 of Chapter 937.

### ***Final Interpretation:***

**If ward councillor(s), affected by the temporary road closure of a local or collector road, requests a report on the matter, the report will be forwarded to the appropriate community council otherwise the DCM approves the temporary road closure, (with the exception of roads identified in section § 937-3 of Chapter 937, and temporary closure of road for greater than four consecutive days).**

**This table to be used in conjunction with Section 6.1 of this report.**

More guidance on the interaction between road classification, traffic and road operations and aspects included in Tables 1 and 2 is provided below.

### 6.1.1 Dispute Resolution Regarding the Property Access

Higher classification roads have less of a property access function than lower classification roads. For example, expressways have no direct property access. Conversely, local roads serve primarily to provide access to abutting properties. Local roads serve only a minor function for moving traffic. Collector roads serve both a property access and a traffic carrying function, in their roles as connecting roads between the local roads and the arterial road network. The main difference between minor and major arterials is more of degree than function. They are both intended to serve primarily a traffic movement function, but more restrictions on land use access can be expected on major arterials. Major arterial roads also are more important for longer trips, movement of goods, travel at higher speeds and transit service.

The matter was not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, continues to be the applicable policy for the above matter. Where Council decisions are required on road access for properties adjacent to local, collector and minor arterial roads, proposals should be considered by Community Councils. For major arterial roads, the "Access Management Guidelines" of the former Metropolitan Toronto should continue to be applied in controlling property access. In cases where disputes between City staff and property owners or their agents over proposed property access to major arterial roads cannot be resolved, the proposal should be referred to the PWIC, rather than the affected Community Council. Property access to expressways is prohibited.

### 6.1.2 Speed Limit Changes, Restrictions and Reductions

Legal speed limits should be set according to Table 1: "Road Classification Criteria". In general, lower classification streets should have lower speed limits (and operating speeds). Proposals for speed limit changes, restriction and reductions on roads other than expressways, in accordance with City regulations, by-laws and policy should be considered by Community Councils. Proposals for speed limit changes, restriction and reductions that deviate from City policy for arterial roads should be considered by City Council. Portions of a small number of major arterial roads have speed limits of 70 km/h or 80 km/h, greater than the range as shown in Table 3.

Proposals respecting speed limit changes, restriction and reductions on expressways consistent and/or deviate from City Policy should be considered by the PWIC.

Expressways are not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, for this specific matter. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road*

*Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*,” adopted by City Council at its meeting of February 29, March 1 and 2, 2000 provides direction on decision routing for the specific matter. Delegation of Authority is limited when proposals are:

- c) in designated school zones restricting speed only on days on which school is regularly held; and
- d) on designated portion of a highway with a grade of 6 percent or higher restricting speed for only certain classes of vehicles when traveling down grade, requires Council approval.

**Table 3: Speed Limit**

Road	Speed Limit
Black Creek Drive (Jane Street to Maple Leaf Drive)	80 km/h
Black Creek Drive (Maple Leaf Drive to Weston Road)	70 km/h
Eglinton Avenue West (Renforth Drive to Etobicoke Creek)	70 km/h
Kingston Road (1 km east of Highway 401 to City Boundary)	70 km/h
Highway No. 27 (Belfield Road to Steeles Avenue)	70 km/h
Highway No. 27 (north limit of Highway 401 overpass to Belfield Road)	80 km/h
Steeles Avenue West (Albion Road to 300 metres south of Martin Grove Road)	70 km/h

### 6.1.3 Road Alterations

Road alterations, includes but not limited to: the narrowing or widening of roads, the installation of medians or intersection re-alignment can significantly influence traffic operations, including traffic volumes and speeds. Proposals to alter roads should be considered by Community Councils when in accordance with City regulation, by-laws and policy. When proposals to alter major arterials and expressways deviate from City policy these matters should be considered by City Council. In addition, limitation to Delegation of Authority occurs when proposals to alter any portion of a road where there is an established TTC route must be approved by City Council.

### 6.1.4 Sidewalks on Existing and New Streets

As noted in Table 1: “Road Classification Criteria”, sidewalks are normally provided on one or both sides of local roads. While sidewalks are beneficial for pedestrians, people in wheelchairs and people with strollers, on quiet local streets it may often be safe for non-motorized road users to share the road with vehicles. On collectors, minor and major arterials the option of walking in the road is generally not advisable and separate facilities (sidewalks) are recommended on both sides of the street. This becomes even more necessary when a street is a bus or streetcar route, as passengers need to be able to access transit stops from both sides of the road.

Some arterial and collector roads have evolved without sidewalks. When these streets are reconstructed the opportunity should be taken to build sidewalks on both sides of

the road as a pedestrian safety measure. In addition, Transportation Services Division is developing a program to install missing sidewalks where needed. When new streets are built, local streets should have sidewalks on at least one side. On new collector and arterial roads, sidewalks should be built on both sides. Pedestrian are prohibited on expressways.

Proposals to install sidewalks on existing or new roads should be considered by Community Councils when in accordance with City regulation, by-laws and policy. When proposals to install sidewalks on existing or new major arterials deviate from City policy these matters should be considered by City Council.

Please note that the *"Delegation of Certain Matters to Community Councils"* report, as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, does not differentiate between the installation of sidewalks on existing versus new streets as identified in the Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000.

#### **6.1.5 Bicycle Facilities**

Special bicycle facilities are not generally required on local and lower-volume collector roads because traffic volumes and speeds are sufficiently low that sharing of the road by motor vehicles and cyclists is safe. Exceptions to this may be desirable on one-way streets where "contra-flow" bicycle lanes can provide links into and through neighbourhoods and in other special circumstances. On some collector and most arterial roads, cycling is more difficult and bicycle lanes should be considered when roads are being reconstructed or resurfaced, or as circumstances dictate. If sufficient space on a four (or six) lane road does not exist for bicycle lanes, it may be desirable to widen the curb lanes by narrowing the other travel lanes. This can give cyclists and drivers more space to share the curb lane.

Work is currently underway to develop a Toronto Bike Plan, adopted June 2001, which identifies a network of desirable corridors for bicycle lanes, wide curb lanes, bicycle routes and other facilities. Any roads identified for bicycle facilities through this process (and subsequently endorsed by City Council) may be modified independently of the road reconstruction or resurfacing timetable, depending on cycling network and safety priorities and the availability of funds.

Report entitled, *"Streamlining the Bicycle Lane Approval Process"* dated December 18, 2007, as adopted by City Council at its meeting of January 29 and 30, 2008, recommended that City Council rescind the delegation to Community Councils of final decision on bicycle lane matters. City Council directed that all bicycle facility matters, such to introduce, rescind or modify be routed to Council through the PWIC, in order to streamline the City's bicycle lane approval process.

#### **6.1.6 High Occupancy Vehicles (HOV) Lanes**

High occupancy vehicle (HOV) lanes exist on a number of the City's arterial streets. Typically, during peak periods, the curb lane may only be used by transit vehicles, cars

with three or more occupants, and cyclists. HOV lanes are particularly beneficial to buses, reducing delays and helping to encourage transit use. Proposals to introduce, remove or modify HOV lanes should be considered by the PWIC.

The matter was not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, continues to be the applicable policy for the specific matter.

### **6.1.7 Installation of "Stop" Signs**

"Stop" signs are a valuable technique for allocating right-of-way at intersections. They should not, however, be used on major arterial roads or expressways, and should be used only rarely on minor arterial roads. At a typical intersection controlled by "Stop" signs, traffic on the less heavily-travelled approaches is controlled. For example, at a four-legged intersection, traffic on the lower-volume road would be controlled to allow the major traffic stream to proceed unimpeded through the intersection, minimizing delay and congestion while improving safety.

There are, however, some situations which justify the installation of 'Stop' signs on all approaches. All-way "Stop" signs are usually installed at an intersection when a technical warrant is satisfied. Such a warrant takes into consideration motor vehicle and pedestrian traffic volumes as well as collision statistics, among other things. To help standardize the application of all-way "Stop" sign control across the City, Transportation Services staff developed a new warrant. City Council adopted, at its regular meeting held on April 23, 24, 25, 26, 27, and its special meeting held on April 30, May 1 and 2, 2001 the Harmonized Warrants for Installation of All-Way Stop Sign Control.

Generally speaking, proposals to install "Stop" signs should be considered by the appropriate Community Council.

"*Delegation of Certain Matters to Community Councils*" report, as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, does not refer to the Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, as the applicable policy for the specific matter. "*Delegation of Certain Matters to Community Councils*" report stated that Community Council may not approve installation of stop signs or traffic calming on major arterial roads.

## 6.1.8 On-Street Traffic Regulations

### 6.1.8.1 Turn Restrictions and Entry Prohibitions

Community Councils should usually consider proposals to introduce, rescind or modify turn and entry prohibitions. However, the Works Committee process should be used when these measures are proposed at intersections on major arterial roads or expressways. For example, a proposal to introduce a turn restriction on a major arterial road at its intersection with a local road, or on a local road at its intersection with a major arterial road, where the proposal is in accordance with City by-law and policy, the appropriate Community Council should consider the proposal.

Where an intersection does include major arterial roads and the proposal deviates from City policy, the City Council should consider the proposal. Limitation to Delegation of Authority occurs when proposals to alter any portion of a road where there is an established TTC route must be approved by City Council.

Turn restrictions and entry prohibitions are regulations that are not applicable for expressways.

### 6.1.8.2 Traffic Signal Installations

Traffic signals are very effective at alternating traffic right-of-way at the main intersections of arterial roads and other arterial or collector roads, where certain technical warrants are satisfied. Traffic signals are typically not technically warranted and should not be installed at intersections of local or collector roads with other local or collector roads. Usually, at signalized intersections of streets of different classification, a higher level of traffic services should be maintained on the street with the higher classification.

Proposals for the installation of “warranted” traffic signals, where the minimum spacing to adjacent traffic signals as outlined in Table 1: “*Road Classification Criteria*” are satisfied, should be considered by Community Councils. Traffic signal installation proposals which deviate from City policy, such as either unwarranted or violate the spacing requirements in Table 1: “*Road Classification Criteria*” should be considered by the Community Councils for local, collector and minor arterial roads and to City Council for major arterial roads.

Limitation to Delegation of Authority occurs when traffic signal installation proposals are on roads where there is an established TTC route must be approved by City Council.

Because of the significant capital and on-going annual maintenance costs associated with these facilities, it will be necessary for the City Council to consider the priority and timing of installation of traffic signals to ensure that all requests for these facilities are prioritized across the City and can be accommodated within existing budget envelopes.

### 6.1.8.3 Pedestrian Crossover (PXO) Installation and Relocation

Pedestrian crossovers (PXO) can also be very beneficial in improving pedestrian safety in the right circumstances, as determined by technical warrants. They are most commonly found on minor arterial roads.

Proposals for the installation and relocation of “warranted” pedestrian crossover (PXO), where the minimum spacing to adjacent pedestrian crossover (PXO) as outlined in Table 1: “*Road Classification Criteria*” are satisfied, should be considered by Community Councils. Pedestrian crossover (PXO) installation and relocation proposals which deviate from City policy, such as either unwarranted or violate the spacing requirements in Table 1: “*Road Classification Criteria*” should be considered by the Community Councils for local, collector and minor arterial roads and to City Council for major arterial roads.

Limitation to Delegation of Authority occurs when pedestrian crossover (PXO) installation and relocation proposals are on roads where there is an established TTC route must be approved by City Council.

Because of the significant capital and on-going annual maintenance costs associated with these facilities, it will be necessary for the City Council to consider the priority and timing of installation of traffic signals and pedestrian crossovers to ensure that all requests for these facilities are prioritized across the City and can be accommodated within existing budget envelopes

### 6.1.8.4 Heavy Truck Prohibitions

Heavy trucks are prohibited on most local and collector roads (except if actually delivering or receiving goods in the immediate vicinity). Proposals to introduce truck prohibitions in accordance with City by-law and policy as outlined in Table 1: “*Road Classification Criteria*” are satisfied, should be considered by Community Councils. Heavy truck prohibition proposals which deviate from City policy, as identified in Table 1: “*Road Classification Criteria*” should be considered by the Community Councils for local, collector and minor arterial roads and to City Council for major arterial roads.

Limitation to Delegation of Authority occurs when heavy truck prohibition proposals are on roads where there is an established TTC route must be approved by City Council

### 6.1.9 On-Street Parking/Standing/Stopping Regulations

Generally, peak period parking, standing or stopping prohibitions apply on most arterial roads. Proposals to introduce on-street parking, standing and stopping regulations in accordance with City by-law and policy should be considered by Community Councils. On-street parking, standing and stopping proposals which deviate from City policy should be considered by the Community Councils for local, collector and minor arterial roads and to City Council for major arterial roads.

Limitation to Delegation of Authority occurs when heavy truck prohibition proposals are on roads where there is an established TTC route must be approved by City Council. Other parking issues (except issues which have policy or strategic implications) should be considered by Community Councils.

#### **6.1.10 On-Street Permit Parking**

In those Community Council areas where the residential permit parking system operates, such as installation and removal of permit parking, permit parking is not authorized on major arterial roads. Proposals to introduce on-street permit parking in accordance with City by-law and policy should be considered by Community Councils. On-street permit parking proposals which deviate from City policy should be considered by the Community Councils for local, collector and minor arterial roads and to City Council for major arterial roads.

Limitation to Delegation of Authority occurs when on-street permit parking installation and removal proposals are on roads where there is an established TTC route, these proposals must be approved by City Council.

Section §925-4, of Municipal Code Chapter 925 - Permit Parking, states the conditions under which permit parking can be applied to local, collector and minor arterial roads; other roads at the enactment of this chapter; and other roads determined by the General Manager except for roads identified as excluded areas defined in Section §925-1.

#### **6.1.11 Traffic Calming**

Traffic calming can be a very effective way of controlling motor vehicle speeds on residential (usually local) streets. Speed humps and other significant traffic calming measures such as chicanes, however, should not be used on arterial roads or expressways. On local or collector streets containing (or proposed to contain) substantive traffic calming measures, 30 km/h speed limits may be used, subject to the enactment of the necessary by-laws. Traffic calming proposals in accordance with City by-laws and policy or deviate from City policy on local and collector roads should be considered by Community Councils.

*"Delegation of Certain Matters to Community Councils"* report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Stated that Community Council may not approve traffic calming on major arterial roads. Minor arterial roads were not identified in the *"Delegation of Certain Matters to Community Councils"* report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. for the specific matter. Table 2 *"Road and Traffic Operations Decision Routing"* of the report entitled, *"Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)"*, adopted by City Council at its meeting of February 29, March 1 and 2, 2000, provides direction on decision routing for the specific matter.

### 6.1.12 Permanent Road Closures

In cases where City Council authority is required to permanently close a road, proposals to do so should be considered by Community Councils for local and collector roads and by the PWIC for arterial and expressway roads.

The matter was not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, continues to be the applicable policy for the specific matter.

### 6.1.13 Temporary Road Closures

In cases where City Council authority is required to temporarily close a road, proposals to do so should be considered by Community Councils for local, collector and minor arterial roads and by the PWIC for major arterial and expressway roads

"*Delegation of Certain Matters to Community Councils*" report, as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07, does not refer to the Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, as the applicable policy for the specific matter.

Section §937-5, of Municipal Code Chapter 937 - Temporary Closing of Highways, states that staff shall prior to approving any temporary street closures under § 937-1 to 937-3.1, notify the ward councillor(s) in whose ward the road closure is pending. If requested by the affected ward's councillor, Deputy City Manager (formerly Commissioner, Works and Emergency Services) shall not approve the temporary street closure but shall report the matter to the appropriate Community Council for final decision under delegated authority, or for recommendation to Council for final decision.

*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07 states that temporary road closures for **local and collector roads where Council approval is required are delegated to Community Council for final decisions** and temporary closure of major arterials and expressways, where Council approval is required continue to require City Council approval (**see section §937-4 of Chapter 937**), but no delegation of authority for minor arterial or other major arterials and expressways identified in section §937-4 of Chapter 937).

***Final Interpretation:* If ward councillor(s), affected by the temporary road closure of a local or collector road, requests a report on the matter, the report will be forwarded to the appropriate Community Council otherwise the DCM**

approves the temporary road closure, (with the exception of roads identified in section § 937-3 of Chapter 937, and temporary closure of road for greater than four consecutive days).

#### 6.1.14 Road Classification (New and Existing Streets)

As new land areas are developed, a mechanism needs to be in place to assign a classification to each new road. Similarly, if a change to an existing road classification is sought, a mechanism will be needed to adjudicate this.

The matter was not identified in the "*Delegation of Certain Matters to Community Councils*" report as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O.Reg. 447/07. Table 2 "*Road and Traffic Operations Decision Routing*" of the report entitled, "*Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)*," adopted by City Council at its meeting of February 29, March 1 and 2, 2000, continues to be the applicable policy for the specific matter.

## 6.2 Road and Traffic Operation Policies and Road Classification System

### 6.2.1 Winter Service

A higher level of service for snow clearing is appropriate on roads of higher classification, such as expressways and major arterials, because more people depend on these roads to be accessible and provide safe road and sidewalk conditions during the winter months. These roads carry higher volumes of traffic and have higher levels of transit service. In general, the winter service levels are aligned with the road classification level, except for when there is existing design and operational conditions that warrant a higher level of service. For example, a local road with a bus routes, steep grades or sharp curves will, however, get a higher level of winter service than other local roads.

"*Confirmation of Level of Service for Roadway and Roadside Winter Maintenance Services*" report, dated October 29, 2008 describes level of services for the City's winter operations, such as: roadway de-icing, road ploughing, driveway windrow opening, sidewalk snow cleaning and snow removal.

### 6.2.2 Right-of-Way Width

Where road rights-of-way have yet to be secured (typically in newly developing areas), appropriate widths are established in Table 1: "*Road Classification Criteria*". The 20 metre minimum width, identified in the Table 1 for arterial roads apply to existing arterials in older, typically commercial areas. New arterials should be wider, depending on available widths and requirements for boulevards, bicycle facilities and other features.

It is noted that various road widening and new road right-of-way provisions are contained in the Official Plans of the former municipalities. These are unaffected by this report and the proposed road classification, and will be re-evaluated as part of the Official Plan review process.

**6.2.3 Surface Transit .....**

Bus and streetcar routes operate primarily on collector and arterial roads which, by their nature, provide for most efficient transit operations, as shown in Table 1“ *Road Classification Criteria*”. However, there may be times when local roads are used to better serve a neighbourhood. It is also common to use local roads to allow transit vehicles to turn around at the end of a route. The establishment of a local bus route on an expressway would serve no purpose as pedestrians are prohibited from these roads and thus no-one would be able to walk to a bus stop. However, express bus routes may be located on expressways.

**6.2.4 Future Traffic Operations Policies .....**

Changes to new traffic operations policies which are, or may be, dependent on road classification should also have a clear and consistent decision-making mechanism. It is proposed that in all cases the PWIC should review these matters and make recommendations to City Council, with input from Community Councils.

**6.2.5 Other Issues .....**

In general, in cases not covered by the specific sections above, routine traffic operations matters (where policies and practices are well-established) should continue to be considered by Community Councils, except that matters relating to major arterials and expressways should be considered by the PWIC. Issues of strategic transportation importance having City-wide significance, boundary issues, issues regarding the standardization or harmonization of transportation policies and other matters where no clear policy has been established should also be considered by the PWIC.

## 7.0 ROAD CLASSIFICATION SYSTEM UPDATE – 2012

City Council, at its meeting of November 27, 28 and 29, 2012 adopted the recommended changes to the RCS. Appendix E contains the *Road Classification System Update* report, dated October 20, 2012. The Transportation Services Division recommended that the City of Toronto Road Classification System be updated by incorporating the changes contained in Appendix E-2 entitled “*Road Classification Update – Table of Changes*”. The table contained in Appendix E-1, titled “*Road Classification Criteria*”, approved by City Council at its meeting of February 29 and March 1 and 2, 2000 was used to designate every street into one of these five classifications.

The resulting classification of all streets in the City is attached as Appendix E-4: “*Classifications of City Streets-2012*”. This appendix lists all City-owned streets explicitly and their limits, except local streets. All relevant City Council decisions can be found in Appendix E-3.

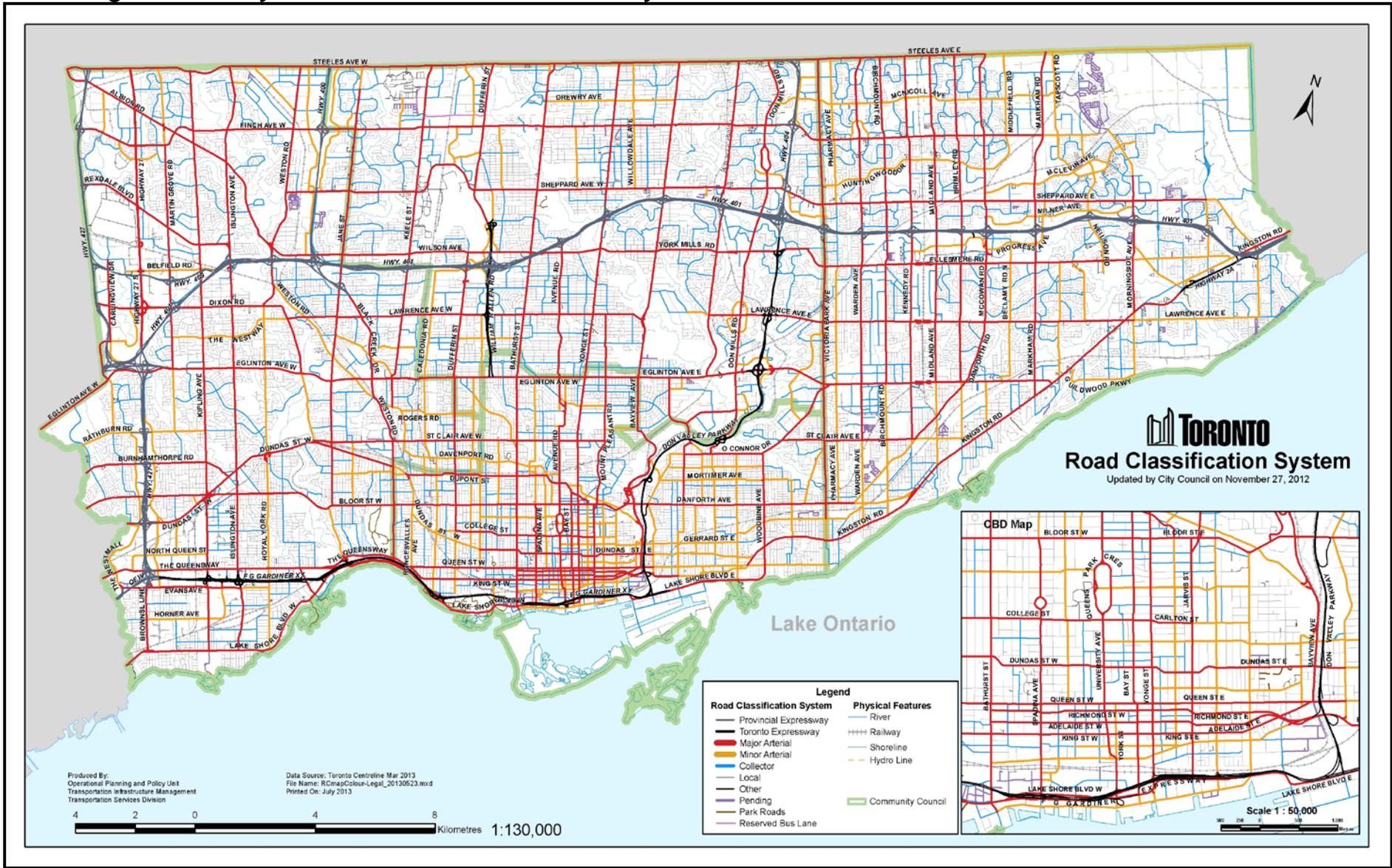
Figure 6 shows the City-wide map of the updated 2012 Road Classification System. Table 4 illustrates the total kilometres of road for each road classification by district and City-wide. The lengths represent centreline kilometres including road and associated ramp for each road classification and based on the Toronto Centreline, March 2013 road network and the November 2012 City Council approved Road Classification System.

**Table 4: Total Kilometres of Roads**

Road Class	District				City-wide (km)
	Toronto and East York (km)	Etobicoke York (km)	North York (km)	Scarborough (km)	
City Expressway	54.58	33.47	34.99	6.03	129.07
Major Arterial	159.44	243.73	173.30	180.47	756.94
Minor Arterial	123.75	97.36	59.47	130.50	411.08
Collector	115.27	187.73	211.68	255.81	770.49
Local	621.98	992.39	878.85	798.04	3291.26
<b>Total (km)</b>	<b>1075.02</b>	<b>1554.68</b>	<b>1358.29</b>	<b>1370.85</b>	<b>5358.84</b>

Updating the current RCS 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. The maintenance of the RCS is an ongoing activity which ensures the existing road network, and any new streets assumed by the City are correctly classified based on their current functional levels. It is proposed that in all cases to the Public Works and Infrastructure Committee (PWIC) (formerly Works Committee) should review these matters and make recommendations to City Council.

Figure 6: City of Toronto Road Classification System



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## 8.0 HISTORICAL REFERENCES

Other supporting and historical documentation can be found in the following appendices:

- Appendix A: Report to Works Committee, dated January 26, 2000, titled *Road Classification – Review of Outstanding Issues and Proposed Classifications (All Wards)* that reviews a number of policy issues and review of proposed road classification on particular streets throughout the City of Toronto;
- Appendix A-1: *Relevant Committee Decisions*, includes both Works Committee and Community Council decisions;
- Appendix A-2: *Road Classification Reviews*, contains all street sections for which City Councillors, Community Councils and others have requested reviews of classifications;
- Appendix A-3: *Road Classification System – A Consolidated Report*, is a freestanding report on the road classification system and road and traffic operation decision making;
- Appendix A-4 : *Classification of City Streets – June 2000*, a listing of all City-owned streets which are classified as expressway, major and minor arterial and collector;
- Appendix B: Report to Works Committee, dated May 10, 2000, titled *Review of Specific Road Classifications* that reviews a number of outstanding road classifications resulting from City Council's decision on this matter;
- Appendix C: Contains the report to Public Works Infrastructure Committee, dated May 2, 2007, titled *Road Classification System Update* that seeks approval from City Council to amend the current Road Classification System;
- Appendix C-1: *Road Classification Criteria* - a summary table of the characteristics of the different road classes and has been developed to guide the classification of roads;
- Appendix C-2: Recommended changes are contained in the table entitled "*Road Classification Update – Table of Changes*";
- Appendix C-3: City Council decision, at its meeting of June 19, 20 and 22, 2007,
- Appendix C-4: *Classification of City Streets 2007*, a listing of all City-owned streets which are classified as expressway, major and minor arterial and collector;
- Appendix D: The report "*Delegation of Certain Matters to Community Councils*" (*Report EX2.5*) as adopted by City Council at its meeting on February 5, 6, 7 and 8, 2007 and updated August 9, 2007 to reflect O. Reg. 447/07;
- Appendix D-1: Table 1 , "*Enforcement and Exemptions to City By-laws and Policies in Certain Matters*", and Table 5 "*Matters Delegated to Community Councils Pending Provincial Regulations*" describes the applicable decision routing; and
- Appendix D-2: City Council decision, at its meeting of February 5, 6, 7 and 8, 2007 and updated August 9, 2007.

