

# Appendix C-1

## Road Classification Criteria



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

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

**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 landscaping. For new streets, wider rights-of-way (upper end of ranges given) should be considered to accommodate such facilities.

