

Appendix S

Classification of City Streets

CORE ROAD CLASSIFICATION - RURAL			
Characteristic	Rural Local	Rural Collector	Rural Arterial
traffic service function	traffic movement secondary consideration	traffic movement equal importance with access	traffic movement primary consideration
land service / access	land access primary consideration	traffic movement equal importance with land access	land access secondary consideration
traffic volume (veh/day) (typical)	< 1,000	< 5,000	> 5,000
flow characteristics	interrupted flow	interrupted flow	free flow except at signals
design speed (km/hr)	60 - 80	80 - 100	80 - 100
average running speed (km/hr)	50 - 70	60 - 80	60 - 80
desirable connections	other local and collectors	locals, collectors, and arterials	collectors, arterials, freeways, provincial highways
transit service	generally not present	typically not present	buses may be present
right-of-way width (m) (typical)	20 - 26	20 - 26	20 - 36
traffic calming (default)	not applicable	not applicable	not applicable
vehicle type (default)	passenger and service vehicles	passenger and service vehicles	all types, truck route
accommodation of cyclists (default)	no restrictions or special facilities	paved shoulders if traffic volume > 1000 veh/day; otherwise no restrictions or special facilities	paved shoulders
accommodation of pedestrians (default)	pedestrians permitted, no special facilities	Walkway/sidewalk on one side if it connects rural settlement area to school or community facility less than 2.5 km away; otherwise pedestrians permitted, no special facility	pedestrians permitted, no special facilities
parking (default)	prohibited	prohibited	prohibited

Note: These default categories may be varied depending on area characteristics and requirements and where supported by planning study.

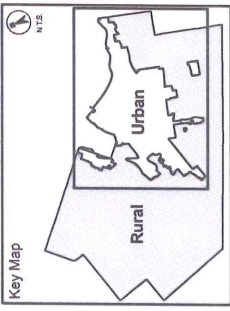
CORE ROAD CLASSIFICATION - URBAN - RESIDENTIAL				
Characteristic	Residential Local	Residential Collector	Minor Arterial	Major Arterial
traffic service function	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement major consideration	traffic movement primary consideration
land service / access	land access primary consideration	traffic movement and land access of equal importance	permitted, with some access control	permitted, but with rigid access control
traffic volume (veh/day)(typical)	< 1,000	< 8,000	5,000 - 20,000	> 10,000
flow characteristics	interrupted flow (driveways, stop controlled intersections)	interrupted flow	predominantly uninterrupted flow	uninterrupted flow except at signals
design speed (km/hr)	50	60	70	70 - 100
average running speed (km/hr)	40 - 50	50 - 60	50 - 60	60 - 80
desirable connections	other local and collectors	locals, collectors, and arterials	collectors, arterials, and expressways	collectors, arterials, and expressways
transit service	generally avoided	permitted	express and local buses permitted	express and local buses permitted
right-of-way width (m)(typical)	18 - 20	20 - 26	20 - 36	26 - 36
min. intersection spacing (m)	60	60	200	400
traffic calming (default)	where required	where required, horizontal features only	where required, gateway features	not applicable
vehicle type (default)	passenger and service vehicles	passenger and service vehicles	all types, truck route	all types, truck route
accommodation of cyclists (default)	no restrictions or special facilities	wider lanes or separate facilities where required	wider lanes or separate facilities where required	wider lanes or separate facilities where required
accommodation of pedestrians (default)	sidewalks on one or both sides	sidewalks on both sides	sidewalks on both sides	sidewalks on both sides
parking (default)	no restrictions or restrictions one side only	few restrictions other than peak hour	peak hour restrictions	prohibited or peak hour restrictions
boulevards between walk & curb (default)	1.5 - 2.5 metres	1.5 - 3.0 metres	1.5 - 3.0 metres	1.5 - 3.0 metres

Note: These default categories may be varied depending on area characteristics and requirements and where supported by planning study.

CORE ROAD CLASSIFICATION - URBAN - INDUSTRIAL / COMMERCIAL

Characteristic	Ind./Com. Local	Ind./Com. Collector	Minor Arterial	Major Arterial
traffic service function	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement major consideration	traffic movement primary consideration
land service / access	land access primary consideration	traffic movement and land access of equal importance	permitted, with some access control	permitted, but with rigid access control
traffic volume (veh/day)(typical)	< 3,000	< 12,000	5,000 - 20,000	> 10,000
flow characteristics	interrupted flow (driveways, stop controlled intersections)	interrupted flow	predominantly uninterrupted flow	uninterrupted flow except at signals
design speed (km/hr)	60	60	70	70 - 100
average running speed (km/hr)	50	60	50 - 60	60 - 80
desirable connections	other local and collectors	locals, collectors, and arterials	collectors, arterials, and expressways	collectors, arterials, and expressways
transit service	generally avoided	permitted	express and local buses permitted	express and local buses permitted
right-of-way width (m)(typical)	20 - 26	20 - 26	20 - 36	26 - 36
min. intersection spacing (m)	60	60	200	400
traffic calming (default)	not provided	not provided	where required, gateway features	not applicable
vehicle type (default)	all types	all types	all types, truck route	all types, truck route
accommodation of cyclists (default)	wide lane	wider lanes or separate facilities where required	wider lanes or separate facilities where required	wider lanes or separate facilities where required
accommodation of pedestrians (default)	industrial sidewalks provided where required - commercial, both sides	industrial sidewalks provided where required - commercial, both sides	sidewalks on both sides	sidewalks on both sides
parking (default)	no restrictions or restrictions one side only	no restrictions or restrictions one side only	peak hour restrictions	prohibited or peak hour restrictions
boulevards between walk & curb (default)	1.5 - 2.5 metres	1.5 - 3.0 metres	1.5 - 3.0 metres	1.5 - 3.0 metres

Note: These default categories may be varied depending on area characteristics and requirements and where supported by planning study.



Note: For Rural Functional Road Classification, refer to Schedule C-1 (future amendment).

MMAH APPROVED
March 16, 2011

Legend

- Major Arterial
- Minor Arterial
- Collector
- Provincial Highway (Controlled Access)
- Provincial Highway
- Parkway
- Proposed Roads
- Major Arterial
- Minor Arterial
- Collector
- Other Features
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Subject to Future OMB Hearing
- Subject to Future OMB Hearing

Urban Hamilton Official Plan Schedule C
Functional Road Classification

Hamilton
Not To Scale
Date: July 9, 2009
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
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MODIFICATION #54
Delete Include lands known as 970 Barton Street, 1361 Barton Street; and, 347 Fifty Road within the urban boundary.

Lands Subject to Non-Decision 113 (West Harbour Setting Sail)

Lands Subject to Non-Decision 115 (56 Governor's Road)

