# Appendix S

## Classification of City Streets

### CORE ROAD CLASSIFICATION - RURAL

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

**Note:** These default categories may be varied depending on area characteristics and requirements and where supported by planning study.
## CORE ROAD CLASSIFICATION - URBAN - RESIDENTIAL

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

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

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Key Map

Lands Subject to Non-Decision 115 (56 Governor's Road)
Lands Subject to Non-Decision 113 (West Harbour Setting Sail)

Delete Include lands known as 970 Barton Street, 1361 Barton Street; and, 347 Fifty Road within the urban boundary.

Lake Ontario

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

Legend

- Major Arterial
- Minor Arterial
- Collector
- Provincial Highway (Controlled Access)
- Provincial Highway Parkway
- Proposed Roads
- " " = Major Arterial
- .m.,.m. = 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, Subject to Future OMB Hearing

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- Major Arterial
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