

TABLE 18.1 - FUNCTIONAL CLASSIFICATION OF ROADS

Classification	Function	Road Allowances (m)	No. of Lanes	Operating Speed (kph)	Access and Parking Policy	Accommodation of Pedestrians	Accommodation of Cyclists	Intersection Policy
Freeway	<ul style="list-style-type: none"> o High volume inter-urban and long distance movements at high speeds under free flow conditions. 	90	4+	100	<ul style="list-style-type: none"> o No direct access o No stopping/ parking o No licensed and motorized vehicle restriction 	<ul style="list-style-type: none"> o Prohibited 	<ul style="list-style-type: none"> o Prohibited 	<ul style="list-style-type: none"> o Grade-separated interchanges with freeways, expressways or arterial roads.
Expressway	<ul style="list-style-type: none"> o High volume inter-urban and long distance movements at medium to high speeds. o Access is limited to intersections with arterials. 	60-90	2+	60-100	<ul style="list-style-type: none"> o Controlled access o No stopping/parking o No licensed and motorized vehicle restrictions 	<ul style="list-style-type: none"> o Prohibited 	<ul style="list-style-type: none"> o Prohibited 	<ul style="list-style-type: none"> o Grade-separated interchanges with freeways, other expressways or arterial roads. o At-grade intersections with arterial roads at widely spaced intervals.
Arterial	<ul style="list-style-type: none"> o High volumes of intra-urban traffic at moderate speeds. o Moderate volumes of inter-neighbourhood traffic. o Limited property access. o Bus routes. o Bicycle facilities. o Pedestrian facilities. 	26-60	2+	50-80	<ul style="list-style-type: none"> o Controlled or limited access o Restricted or no parking o No vehicle restrictions 	<ul style="list-style-type: none"> o Sidewalks on one or both sides 	<ul style="list-style-type: none"> o May have a wider curb lane or a bicycle lane. 	<ul style="list-style-type: none"> o Grade-separated interchanges with freeways, expressways, and arterials. o At-grade intersections with arterials and collectors.
Primary Collector	<ul style="list-style-type: none"> o Light to moderate volumes of inter-neighbourhood traffic at moderate speeds. o Limited property access function. o Bus routes. o Bicycle facilities. o Pedestrian facilities. o < 15,000 AADT 	20-26	2-4	50-60	<ul style="list-style-type: none"> o Limited access o Restricted Parking o Limited truck routes 	<ul style="list-style-type: none"> o Sidewalks on one or both sides 	<ul style="list-style-type: none"> o May have a wider curb lane or a bicycle lane. 	<ul style="list-style-type: none"> o At-grade intersections with arterial, collector and local roads.

Secondary Collector	<ul style="list-style-type: none"> o Light volumes for short distances between local and arterial streets. o Full property access. o Bus routes. o Bicycle facilities. o Pedestrian facilities. o < 5,000 AADT 	18-21.5	2	50-60	<ul style="list-style-type: none"> o Full access. o Parking may be restricted. o No truck routes. 	<ul style="list-style-type: none"> o Sidewalks on one or both sides 	<ul style="list-style-type: none"> o May have a wider curb lane or a bicycle lane. 	<ul style="list-style-type: none"> o At-grade intersections with arterial, collector and local roads.
Local	<ul style="list-style-type: none"> o To provide access to individual properties. o Connect neighbourhood destinations. o Light volumes of local traffic only. o <u>Limited Bus routes.</u> o Bicycle facilities. o Pedestrian facilities. o < 1,500 AADT 	16.5-20	2	40-50	<ul style="list-style-type: none"> o Full access. <ul style="list-style-type: none"> • Parking may be restricted to one side for lots under 11 metres in lot frontage. o No truck routes o Driveways – two sides. 	<ul style="list-style-type: none"> o Sidewalks on one or both sides 	<ul style="list-style-type: none"> o May have a wider curb lane or a bicycle lane. 	<ul style="list-style-type: none"> o At-grade intersections with secondary collector roads o Intersections with arterial and primary collector roads to be discouraged.
Window Street	<ul style="list-style-type: none"> o To provide single loaded access to individual properties. o Connect neighbourhood destinations. o Light volumes of local traffic only. o Bicycle facilities. o Pedestrian facilities. 	14.5-16.5	2	40-50	<ul style="list-style-type: none"> o Full access. o Parking limited to outer boulevard. o No truck routes. o Driveways – one side. 	<ul style="list-style-type: none"> o Sidewalks on one side if required 	<ul style="list-style-type: none"> o May have a wider curb lane or a bicycle lane. 	<ul style="list-style-type: none"> o At-grade intersections with secondary collector roads o Intersections with arterial and primary collector roads to be discouraged.