

Ministry of Transportation Excerpt - Collector vs Local Collector

Collector Roads

Typically, collector roads will have higher speeds and higher traffic volumes than local roads. On these roads, consideration should be given to paved shoulders for bikes, a marked bike lane, or a separate pathway for cyclists. For guidance, refer to TAC Geometric Design Guide, Chapter 5 -Bicycle Integrated Design. Regional District Official Community Plans should be consulted with respect to their objectives and network plans with respect to cycling.

Collectors Roadways connecting local streets with the arterial street system and provide traffic service to less intense developments like residential, schools, churches, parks and low intensity commercial developments. Collector streets accommodate relatively short trips, typically one mile or less. Lower speeds and moderate to low traffic volumes (generally less than 10,000 ADT*) are standard for collector streets. Collector streets provide an equal balance of both access and traffic movement. Direct access to non-residential facilities frequently occurs, but direct access to single-family residential properties should be avoided.

Local Collectors

Local collectors, like collectors, provide a connection between local streets and the arterial street system. Local collectors accommodate trips relatively short in length, typically one-half mile or less. Lower speeds and moderate to low traffic volumes (generally about 2,500 to 5,000 ADT*) are common on local collectors. Direct access to single-family residential properties continues to be avoided from on local collectors.

Appropriate Speed Limits

The selection of the speed limit for any particular section of a road type is an exercise in weighing the objectives of safety and operational efficiency. The operational efficiency is measured by travel time and the safety level, measured by the incidence of crashes and resulting injuries and fatalities with consideration of the road function. Freeways and other high-level roads can accommodate higher speeds because of their design features that have little or no interaction with non-motorized user or adjacent development. Road types with lower functional classes, such as minor arterials, collector, and local roads provide for a mix of road users, requiring that safety take on a higher priority.

Road Classification

The City of Courtenay currently classifies roads as arterials (split into major and minor), collectors (split into industrial/commercial and residential), locals (split into industrial/commercial and residential), and finally lanes. In addition, there are roads which are under the jurisdiction of the Ministry of Transportation. These classifications are summarized below and shown in Exhibit 5.1.

(a) Arterial Roads: The main purpose of arterial roads is to carry higher volumes of traffic over longer distances. Major arterials typically have rigid access controls while minor arterials have some access control. In the City of Courtenay a street such as Lerwick Road or Cliffe Avenue south of Fifth Street is classified as a major arterial while 17th Street and Lake Trail Road are classified as minor arterials. Major arterials can carry up to 30,000 vehicles per day while minor arterials can carry up to 20,000 vehicles per day. Parking is often prohibited, at least during peak hours, on arterial roads. Those roads in the City of Courtenay that are currently classified as major arterials or are Ministry of Transportation roads are clearly the high volume roads in the City. Based on the Transportation Association of Canada (TAC), the recommended intersection spacing on a minor arterial is 200 metres while on a major arterial it is 400 metres.

(b) Collector Roads: The second category is collector roads whose function is to collect traffic from local roads and provide a suitable route to arterials. **For collector roads, traffic movement and land access are of equal importance. Residential collector routes carry traffic volumes of up to 8,000 vehicles per day** while industrial/commercial collector routes carry up to 12,000 vehicles per day. The typical minimum intersection spacing is 60 metres. **In residential areas sidewalks should be provided on both sides while in industrial/commercial areas, sidewalks on one side would typically be sufficient.**

(c) Local Roads: The primary purpose of local roads is to provide land access with the movement of traffic as the secondary function. Typical volumes on a local road are up to 1,000 vehicles per day for local residential roads and 3,000 vehicles per day for local industrial/commercial roads. Typically parking is allowed depending on the width of the roadway and the recommended minimum intersection spacing is 60 metres.