



Aesthetic Classification System

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All highways in B.C. will be assigned one of three aesthetic classifications. These classifications will guide the priority given to aesthetic management. All highways will be managed to provide at least the minimum aesthetic treatment as outlined herein.

Baseline Highway

Baseline Aesthetic Highways are those roads carrying unrestricted commercial traffic requiring only baseline aesthetic treatment and/or all roads not earmarked for Tourway, or Parkway aesthetic treatment.

- All highways will be required to be developed to a baseline aesthetic standard, so as to best accommodate future upgrading to any RAU or RAD traffic classification.*
- All policies in this document apply to the Baseline Highway unless otherwise indicated in the text.

Tourway

Aesthetic Highways, now defined as Tourways are roads or portions of roads carrying unrestricted commercial, high volume commuter, and/or tourist traffic qualifying for premium aesthetic treatment.

- Highways passing through or adjacent to parks, ecological reserves, recreation areas, resort areas, or wilderness preserves.
- Highways with high percentages of tourism and recreation oriented traffic.
- Design speeds may fall under any RAU or RAD traffic classification.*

Parkway

Parkway aesthetic highways are roads through parks, ecological reserves, recreation areas and resort areas not carrying high volume commercial and commuter traffic.

- Priority will be given to the recreational driving experience and aesthetics.
- Some restrictions on commercial traffic may apply.
- Design speeds will fall under traffic classifications RAU 90, RAD 90 or lower. In general, parkways will have relatively low design speeds, to allow a higher appreciation of the road and its surroundings.*

**Note: The RAU (Rural Arterial Undivided) and RAD (Rural Arterial Divided) traffic classifications referred to in the text provide guidance as to the highway design speeds which are anticipated within these three aesthetic classifications. These classifications are required only where specific highway design speeds are required to accommodate certain aesthetic guidelines.*



Figure B-1
Example of a rural Baseline Highway.



Figure B-2
Example of a Tourway in a rural setting



Figure B-3
Example of rural Parkway