

Network Development Database

Step 1: Existing Conditions		Step 2: Candidate Route Considerations										Step 3: Assessment Identification								Step 4: Network Coordination & Design					Step 5: Route Implementation / Phasing																				
Segment #	Street Name	From	To	Length (km)	Classification	Speed Limit	Surface Type	Right-of-Way	Width (m)	Shoulder Type	Speed	AAST 2022	Existing Cycle Facility	Existing Walking Facility	Proposed Access	Land Use Type	Context/Setting (Priority Assessment)	Public Support	Route Feasibility	Current Implementation (Step 2/3/4)	Proposed Access	Priority	Complexity	Community Need	Cost / Planned Project	Planned / Potential Development	Proposed Phasing	Other Implementation Considerations																	
1	Kent Street W	ANGELINE ST N LND	ST JOSEPH RD LND	0.69	Arterial	5	HCB	17.8	17.8	4	50	20536	No	Yes	Yes	Primary							Multi-Use Pathway		Crosswalk markings & bike signals at McLaughlin Rd & St Joseph Rd - Walkability improvements	High	High	Yes	No	M															
		ST JOSEPH RD LND	COMMERCIAL RD LND	0.20	Arterial	5	HCB	17.8	17.8	4	50	20536																																	
		COMMERCIAL RD LND	MCLAUGHLIN RD LND	0.13	Arterial	5	HCB	17.8	17.8	4	50	20536																																	
2	Kent Street W	YORK ST N LND	WILLIAM ST N LND	0.08	Arterial	4	HCB	19	19	4	40	15810	No	Yes	Yes	Primary	Important east-west spine through downtown & major commercial area. High demand for all users. 3 different characters: a) commercial downtown east of Victoria, w/ 2 travel lanes & angled street parking; b) transition & lane mid-section from Victoria to Angeline through mix of residential, commercial, & institutional (schools, hospitals); and c) newer suburban commercial mall area west of Angeline. 5 lane cross section with centre turn lane. Sidewalks on both sides throughout, although poor conditions and some gaps towards west end. Part of multiple bus routes. Recent capital project downtown limits short-term opportunities for cycling facility. Resurfacing planned west of Victoria Ave, 2026.	High	Y	Physically Separated	Y	Valley	Both sides, poor conditions and some gaps at west end	Y	Some conflict		Multi-Use Pathway		Cycling conflict zone markings at Angeline St, Adelaide St, Albert St, Victoria Ave, Cambridge St, William St, Lindsay St, Sussex St, York St. (Upgrade to crosswalks and bike signals depending on design) - Walkability improvements	High	High	Yes	No	M	Re-alignment of angled parking. Re-align lanes or use boulevard space to accommodate facility. Coordinate with Kindy Secondary Plan (31.2.2.3.5) which identifies Kent St. for streetscape improvements.										
		ALBERT ST N LND	ADLAIDE ST N LND	0.28	Arterial	4	HCB	13.8	13.8	4	50	15810																																	
		VICTORIA AV N LND	SUSSEX ST N LND	0.13	Arterial	4	HCB	14	14	4	50	15810																																	
		JANE ST LND	ANGELINE ST N LND	0.14	Arterial	4	HCB	15	15	4	50	15810																																	
		SUSSEX ST N LND	ALBERT ST N LND	0.19	Arterial	4	HCB	13.6	14.6	4	50	15810																																	
		ADLAIDE ST N LND	JANE ST LND	0.14	Arterial	4	HCB	13.6	13.6	4	50	15810																																	
		LINDSAY ST S LND	YORK ST N LND	0.11	Arterial	4	HCB	18	18	4	40	15810																																	
		WILLIAM ST N LND	CAMBRIDGE ST N LND	0.19	Arterial	4	HCB	19	19	4	40	15810																																	
3	Angeline Street South	AUX TL LND	AUX TL LND	0.65	Arterial	3		10.4	10.4	4	40	10060	No	Yes	No	Primary	Important N-S connection for multiple modes, through mostly residential, with some commercial, parkland, and institutional (Hospital, College, High School). Significant development planned toward north end. Sidewalks both sides for most of corridor, but usually abutting curb, and some gaps at north and south ends. Multiple bus routes run along road. EA done for Angeline St. from Colborne St. W. to Roosevelt St. planned to widen road and fill sidewalk gaps, no cycling facilities in preliminary design, but still being finalized. Reconstruction budgeted for 2027.	High	Y	Physically separated	N	Y	Both sides until High School, none to south.	Y	Prohibitive Conflict, for Inflowward Facility	Conflict	Multi-Use Pathway	From High School to Hwy 7 - dependent on development	Mid-Block PBD at Trans Canada Trail. - Crosswalk markings, improved crosswalk markings and bike signals at Mary St intersection - Crosswalk markings x3 S, dependent on side of road of MUP - Walkability improvements (Kent St to Mary St)	High	High	No	Yes	M	Considerable interest from the community but significant challenges to facilitate the implementation of the facility without changes to the road alignment, utilities, etc. Would require additional EA work as well as long-term investigation.										
		AUX TL LND	SWEETNAM DR LND	0.04		3		10.7	10.7	4	40	8879																																	
		WILSON AV LND	MARY ST W LND	0.15		3		10.7	10.7	4	40	8879																																	
		SWEETNAM DR LND	MCGIBSON BV LND	0.12		3		10.7	10.7	4	40	8879																																	
		MCGIBSON BV LND	WILSON AV LND	0.08		3		10.7	10.7	4	40	8879																																	
		ROOSEVELT ST LND	KENT ST W LND	0.15		3		9.7	9.7	4	40	8879																																	
		HOWARD AV LND	BROAD ST LND	0.12		3		9.7	9.7	4	40	8879																																	
		Mary St. W.	McDonough Dr	0.21		3		10.7	10.7	4	40	8879																																	
		MCDONOUGH DR LND	DURHAM ST W LND	0.06		3		10.7	10.7	4	40	8879																																	
		DURHAM ST W LND	MAPLE CR LND	0.05		3		9.6	9.6	4	40	8879																																	
		MAPLE CR LND	SUNSET CT LND	0.06		3		9.6	9.6	4	40	8879																																	
		SUNSET CT LND	HOWARD AV LND	0.15		3		10	10	4	40	8879																																	
BROAD ST LND	ROOSEVELT ST LND	0.01		3		9.7	9.7	4	40	8879																																			
4	Angeline Street N	THUNDER BRIDGE RD OPS	THUNDER BRIDGE RD OPS	0.24	Local	2	LCB	7.5	6	6		1895	No	Yes	No	Primary	Important N-S connection for multiple modes, through mostly residential and some commercial, parkland, and institutional (Hospital, College, High School). Significant development planned toward north end. Sidewalks both sides for most of corridor, but usually abutting curb, and some gaps at north and south ends. Multiple bus routes run along road. EA done for Angeline St. from Colborne St. W. to Roosevelt St. planned to widen road and fill sidewalk gaps, no cycling facilities in preliminary design, but still being finalized. Reconstruction budgeted for 2027.	High	Y	Physically separated	N	Y	None	Y	Some conflict	V	Multi-Use Pathway	Sidewalk on west side (Chadler Dr to Colborne St W & Thunderbridge Rd / David Dr)	PBD at Elgin St. PBD at Northin Park Rd / St Joseph Rd PBD at Orchard Park Rd / Connolly Rd Crosswalk markings at Springdale Dr, Orchard Park Rd, David Dr, Northin Park Rd / St Joseph Rd, Oak St, Elgin St. Crosswalk markings w bike signals at Colborne St. Walkability improvements	Moderate	High	Yes	Yes	M	North section has some potential room in boulevard for a multi-use path or cycle track, or resurfacing roadway for separated bike lanes. Examine property lines & ROW details to determine feasibility. Coordinate with ongoing EA for Angeline St south of Colborne to Roosevelt St (just south of Kent). - First phase focused on road widening to 4.5 lanes and did not include any consideration of cycling infrastructure, however space seems to be present to accommodate.										
		KENT ST W LND	COLBORNE ST W LND	0.38	Arterial	3	HCB	9.8	9.8	4	50	10740																																	
		ORCHARD PARK RD LND		0.22	Arterial	3	HCB	9.7	9.7	4	40	12063																																	
		FLAVELLE CR LND	NORTHIN PARK RD LND	0.19	Arterial	3	HCB	9.7	9.7	4	40	12063																																	
		NORTHIN PARK RD LND	DAVID DR LND	0.13	Arterial	3	HCB	9.7	9.7	4	40	12063																																	
		WILLOW GLEN DR OPS	KENNEDY RD OPS	1.29	Local	2	LCB	7.5	6	6		1895																																	
		DAVID DR LND	LANGTON PL LND	0.08	Arterial	3	HCB	9.7	9.7	4	40	12063																																	
		COLBORNE ST W LND	ELGIN ST LND	0.28	Arterial	3	HCB	9.9	9.9	4	40	12063																																	
		ELGIN ST LND	OAK ST LND	0.28	Arterial	3	HCB	9.8	9.8	4	40	12063																																	
		OAK ST LND	FLAVELLE CR LND	0.10	Arterial	3	HCB	9.7	9.7	4	40	12063																																	
LANGTON PL LND	ORCHARD PARK RD LND	0.25	Arterial	3	HCB	9.7	9.7	4	40	12063																																			
5	Thunderbridge Road	SPRINGDALE DR OPS	ANGELINE ST N LND	0.24		2	HCB	11.5	7.5	6	50	3492	No	No	No	Primary	Key E-W connection at the north edge of town, currently rural conditions, but is along border of settlement area, and future development planned in area. Note two sections here: west of Angeline to Hwy 35 is higher volume, with gravel shoulders. Data indicates 30 km/h speed limit, but looks like 60 km/h in streetview. East of Angeline is lower volume, very narrow roadway.	High	Y	Designated operating space	Y	N	None	Y	Some conflict	Y	Multi-Use Pathway	Walkability improvements	Moderate	Moderate	No	Yes	M	Potential coordination with future development may impact the timing for implementation. Development should be monitored and phasing updated where appropriate.											
		ANGELINE ST N LND	THUNDER BRIDGE RD OPS	0.36		2	HCB	12.5	7.2	6	50	3492																																	
6	Thunderbridge Road	THUNDER BRIDGE RD OPS	ANGELINE ST N LND	0.24		2	LCB	7	6	6		183	No	No	No	Secondary		High	Y	Designated operating space	Y	N	None	Y	Some conflict	Y	Shared Roadway	Walkability improvements (to be accommodated through the implementation of a paved shoulder) - Traffic calming	Moderate	High	No	No													
		ANGELINE ST N LND		1.14		2	LCB	7	6	6		215																																	
		KENT ST W LND	PEEL ST LND	0.15		4		11.2	11.2			3250																																	
		PEEL ST LND	WELLINGTON ST LND	0.14		4		11.2	11.2			3250																																	
		WELLINGTON ST LND	BOND ST LND	0.14		4		11.2	11.2			4636																																	
		BOND ST LND	FRANCIS ST LND	0.14		4		11.2	11.2			4571																																	
		FRANCIS ST LND	COLBORNE ST W LND	0.09		4		11.2	11.2			3586																																	
		COLBORNE ST W LND	REGENT ST LND	0.14		4		11.2	11.2			3586																																	
		REGENT ST LND	ELGIN ST LND	0.14		4		11.2	11.2			3445																																	
		ELGIN ST LND	POTTINGER ST LND	0.14		4		11.2	11.2			3474																																	
POTTINGER ST LND		0.18		4		11.2	11.2			2988																																			

Item	Street	From	To	Grade	LC	LC Class	LC Count	LC %	LC Value	LC Index	Notes	Priority	Other	Notes	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other							
7	Victoria Avenue North	SUSAN CT LND	0.13	Collector	4	HCB	11.2	11.2	40	3158	No	No	Primary	Existing bike lanes south (between Durham and Glenelg), N.W. connectivity better if extended to north. Bike lanes appropriate given road conditions. Seems feasible to extend further by reorganizing curb side parking. Sections of road are part of bus routes. Potential center median for most of length in north section. 4 lanes in DR appears to include parking, so there is really only 2 travel lanes.	High	Y	Designated operating space	Y	Both sides, setback 1-5 m from curb for most of length	N	Same conflict	Y	Separated Bicycle Lane	at Orchard Park Rd. Conflict zone markings for bike lane through intersections also. - Walkability improvements	Low	High	No	No	No	No	Coordinate with future development and expansion of trail linkages to the North. Facility accommodated through reallocation of lanes. Review and potential removal of on street parking may be required consider the impact. Designated facility sufficient (i.e. bike lane) but separation recommended to avoid cars parked in lane.				
		MIDLAND DR LND	LOBI BV LND	0.08	4	HCB	11.2	11.2	40	2285																									
		CRESTWOOD AV LND	FOUND AV LND	0.09	4	HCB	8.2	8.2	40	1085																									
		SINCLAIR ST LND	CORNELL ST LND	0.10	2	HCB	8.2	8.2	40	667																									
		SUSAN CT LND	EGUNTON ST LND	0.10	4	HCB	11.2	11.2	40	3158																									
		EGUNTON ST LND	MIDLAND DR LND	0.10	4	HCB	11.2	11.2	40	3288																									
		LOBI BV LND	ORCHARD PARK RD LND	0.08	4	HCB	11.2	11.2	40	2285																									
		ORCHARD PARK RD LND	CRESTWOOD AV LND	0.08	4	HCB	11.2	11.2	40	1085																									
		FOUND AV LND	SINCLAIR ST LND	0.10	2	HCB	8.2	8.2	40	667																									
		CORNELL ST LND		0.11	2	HCB	8.2	8.2	40	667																									
8	Victoria Avenue South	RUSSELL ST W LND	GLENELG ST W LND	0.14	Collector	2	HCB	9	9	40	3366	Yes	No	Primary	N.S. connection, including links to trail network, over river, to downtown. Mostly commercial and some residential along corridor. Many utility companies. Sections of road are part of bus routes. Reconstruction planned on Lindsay St. South between Russell St. and Mary St. for 2027.	High	Y	Physically separated bikeway	M	Likely needs road rebuild	N	Prohibitive Conflict	Y	Multi-Use Pathway	Sidewalks most side from 100 m north of Logie St to Hwy 7 (1.5 km)	Crosswalk markings at all legs of Glenelg intersection. (PKD at Durham St, Intersection. Crosswalk markings at Logie St. Walkability improvements. Traffic calming)	High	High	Yes	Yes	No	No	Check detailed ROW widths and property lines. Likely needs road rebuild for separated bikeway to be feasible. Cycling facility may not be feasible. Note that Lindsay Secondary Plan (S1 2.5.5) identifies Lindsay Street for streetscape improvements, including improved sidewalks, landscaping, street furniture, etc. Segments to be phased depending on potential impacts. Between Durham Street East and King Street it may be more feasible to have the facility identified within the long term.		
		GLENELG ST W LND	MELBOURNE ST W LND	0.14	Collector	2	HCB	9	9	40	3366																								
		MELBOURNE ST W LND	DURHAM ST W LND	0.13	Collector	2	HCB	9	9	40	3350																								
5	Lindsay St. S		0.55	Arterial	3		14.5	12	rg & g	60	11671	No	Yes	Yes	Primary	High	Y	Physically separated bikeway	M	Likely needs road rebuild	N	Prohibitive Conflict	Y	Multi-Use Pathway	Sidewalks most side from 100 m north of Logie St to Hwy 7 (1.5 km)	Crosswalk markings at all legs of Glenelg intersection. (PKD at Durham St, Intersection. Crosswalk markings at Logie St. Walkability improvements. Traffic calming)	High	High	Yes	Yes	No	No	Check detailed ROW widths and property lines. Likely needs road rebuild for separated bikeway to be feasible. Cycling facility may not be feasible. Note that Lindsay Secondary Plan (S1 2.5.5) identifies Lindsay Street for streetscape improvements, including improved sidewalks, landscaping, street furniture, etc. Segments to be phased depending on potential impacts. Between Durham Street East and King Street it may be more feasible to have the facility identified within the long term.		
			0.75	Local	3		19	7.2	g	60	11871																								
		DURHAM ST E LND	GEORGE ST E LND	0.20	2		9.7	9.7	cg	40	14708																								
		DIVISION ST LND	MARY ST E LND	0.18	2		9.7	9.7	cg	40	14708																								
		MARY ST E LND	Bridge	0.52	2		9.4	9.4	cg	40	20321																								
		Bridge	LOGIE ST LND	0.16	2		12	12	cg	40	20321																								
		LOGIE ST LND		0.07	2		12	7	g	40	20321																								
		RIDOUT ST LND	RUSSELL ST E LND	0.13	4	HCB	13.2	13.2	cg	40	14708																								
		RUSSELL ST E LND	GLENELG ST E LND	0.14	4	HCB	12.7	12.7	cg	40	14708																								
		GLENELG ST E LND	MELBOURNE ST E LND	0.14	4	HCB	9.5	9.5	cg	40	14708																								
		MELBOURNE ST E LND	DURHAM ST W LND	0.14	2	HCB	9.6	9.6	cg	40	14708																								
		KENT ST E LND	KENT ST W LND	0.04	4	HCB	12	12	cg	40	14708																								
		KENT ST W LND	RIDOUT ST LND	0.02	4	HCB	13.2	13.2	cg	40	14708																								
		DURHAM ST W LND	DURHAM ST E LND	0.02	2		12	12	cg	40	14708																								
GEORGE ST E LND	DIVISION ST LND	0.10	2		9.7	9.7	cg	40	14708																										
6	Venus Road	WILSON RD OPS	0.72	Arterial	2		13	8	g	80	5901	No	No	Yes	Primary	Medium	Y	Physically separated bikeway	Y	N	None	Y	Some utility poles, but no significant conflicts	Y	Multi-Use Pathway	Sidewalk on one side	Crosswalk markings, bike signals at Queen St / Pigeon Lake Rd. Walkability improvements	Moderate	Moderate	No	Yes	No	No	Shorter term cycling facility may be feasible within platform width. More extensive, longer term improvements would need reconstruction / curbside of road. Phasing dependent on the timing and impact of future planned development which could be coordinated.	
		CALLAGHANS RD OPS		1.73	Local	2		13.8	8	g	80																								6316
		PARKSIDE DR LND		0.47	Local	2		14	8	g	60																								6316
		KAWARTHA DR LND	RIVERVIEW RD LND	0.20	Arterial	2		14.8	7.2	paved	50																								6316
		PIGEON LAKE RD OPS	COLBORNE ST E LND	0.44	Arterial	2		17	14.4	g	50																								6316
		MOUNT HOPE ST LND	NEEDHAM ST LND	0.17	Local	2		14.5	8	g	60																								6316
		WALSH RD OPS	FLEETWOOD RD LND	0.34	Local	3		17	11.5	g	60																								6316
				0.40	Local	2		14.5	7.8	g	60																								6316
		NEEDHAM ST LND		0.17	Local	2		16.5	11.1	g	60																								6316
		WALSH RD OPS		0.04	Local	3		17	11.5	g	60																								6316
		WALSH RD OPS		0.13	Local	3	HCB	15.5	11.5	g	60																								6316
		FLEETWOOD RD LND	WALSH RD OPS	0.09	Local	3		17	12	g	60																								6316
		CALLAGHANS RD OPS		0.77	Local	2		17	14.2	g	80																								6316
		PARKSIDE DR LND	HILLSIDE DR LND	0.16	Local	2		13.2	7.7	g	60																								6316
		HILLSIDE DR LND		0.12	Local	2		12.4	7.8	g	60																								6316
		EASTVIEW RD LND		0.09	Arterial	2		13.4	7.8	g	60																								6316
		EASTVIEW RD LND	KAWARTHA DR LND	0.14	Arterial	2		13.8	7.9	g	50																								6316
		RIVERVIEW RD LND	KING ST LND	0.12	Arterial	2		13.9	10.3	paved	50																								6316
		KING ST LND	PIGEON LAKE RD OPS	0.07	Arterial	2		15	12	g	50																								6316
COLBORNE ST E LND		0.26	Arterial	2		15.5	8	g	50	6316																									
PIGEON LAKE RD OPS	MOUNT HOPE ST LND	0.16	Local	2		14.5	8	g	60	6316																									
		0.39	Local	2		4	3.5	g	40	77																									
LINDSAY ST N LND	WILLIAM ST N LND	0.10	Local	2		7.4	7.4	cg	40	950																									
WALKER ST LND	HERITAGE WAY LND	0.17	Collector	3		9.3	9.3	cg	40	9404																									

Section	Street	Start	End	Width	Height	Material	Notes	Other
1	Whitton St	14076	14075	9	9	Local		
		14075	14074	9	9	Local		
		14074	14073	9	9	Local		
		14073	14072	9	9	Local		
		14072	14071	9	9	Local		
		14071	14070	9	9	Local		
		14070	14069	9	9	Local		
		14069	14068	9	9	Local		
		14068	14067	9	9	Local		
		14067	14066	9	9	Local		
2	Colborne Street West	9104	9103	7.9	7	Local		
		9103	9102	7.9	7	Local		
		9102	9101	7.9	7	Local		
		9101	9100	7.9	7	Local		
		9100	9099	7.9	7	Local		
		9099	9098	7.9	7	Local		
		9098	9097	7.9	7	Local		
		9097	9096	7.9	7	Local		
		9096	9095	7.9	7	Local		
		9095	9094	7.9	7	Local		
3	Dixie Park Rd	9104	9103	7.9	7	Local		
		9103	9102	7.9	7	Local		
		9102	9101	7.9	7	Local		
		9101	9100	7.9	7	Local		
		9100	9099	7.9	7	Local		
		9099	9098	7.9	7	Local		
		9098	9097	7.9	7	Local		
		9097	9096	7.9	7	Local		
		9096	9095	7.9	7	Local		
		9095	9094	7.9	7	Local		
4	Adelaide Streets	9104	9103	7.9	7	Local		
		9103	9102	7.9	7	Local		
		9102	9101	7.9	7	Local		
		9101	9100	7.9	7	Local		
		9100	9099	7.9	7	Local		
		9099	9098	7.9	7	Local		
		9098	9097	7.9	7	Local		
		9097	9096	7.9	7	Local		
		9096	9095	7.9	7	Local		
		9095	9094	7.9	7	Local		
5	Whitton St	14076	14075	9	9	Local		
		14075	14074	9	9	Local		
		14074	14073	9	9	Local		
		14073	14072	9	9	Local		
		14072	14071	9	9	Local		
		14071	14070	9	9	Local		
		14070	14069	9	9	Local		
		14069	14068	9	9	Local		
		14068	14067	9	9	Local		
		14067	14066	9	9	Local		

Challenging as they are, existing function of street, local sections could work as a pedestrian bridge, or higher level of connectivity as space is limited. Should be physically separated as bridge. Function of street should consider planned future bridge at Colborne St.

Multi Use Pathway
 Moderate
 Low
 Moderate
 No
 No

Shared operating space
 High
 No
 No
 No
 No

Operating space
 High
 No
 No
 No
 No

Operating space
 High
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ID	Street Name	LND	CMBR	LND	0.18	Collector	2	HCB	9.5	8.5	cg	40	2309			No	Yes	No	Secondary	Mostly residential, provides E-W connection in south-central Lindsay, and connects to bridge over river and VRT at east end. Sections of road are part of bus routes.	Moderate	Y	Shared operating space	Maybe	Y	Both sides, inconsistent, some gaps	N	Some conflict	Confirm	Advisory Bicycle lane	Conflict zone markings at Cambridge St & William St. Traffic Calming	Moderate	Moderate	No	No	12	- Reallocation of space is likely not possible and may require restricted use of parking. - Priority connection for future planned and existing trails. - Investigate upgrade to conventional bike lanes, especially if traffic volumes increase in the future.						
																																						11	Durham St. W	WILLIAM ST S LND	CAMBRIDGE ST S LND	0.05	Collector
13	Durham St. E	MILL ST LND	DUKE ST LND	0.02	Local	2	HCB	9	8	cg	40	1793	No	Yes	No	Secondary	Mostly residential, provides E-W connection in south-central Lindsay, and connects to bridge over river and VRT at east end. Sections of road are part of bus routes.	Moderate	Y	Shared operating space	No	N?	One side	N	Some conflict	Confirm	Neighborhood Bikeway	Walkability improvements.	Low	Moderate	No	No	13	- Neighbourhood bikeway or advisory bike lane sufficient as a facility here. - Presence of goat path / informal foot path which could be transitioned to a MUP in place of a sidewalk should be explored as an option. - Additional review re: land ownership is required.									
		ST LAWRENCE ST LND	WOLFE ST LND	0.04				7	7	asphalt curb	40	1216																															
		LINDSAY ST S LND	MILL ST LND	0.12				8	8	cg	40	1793																															
		DUKE ST BOB	ST LAWRENCE ST LND	0.10				7	7	asphalt curb	40	1216																															
		SIMCOE ST LND	GEORGIAN ST LND	0.12				7	7	asphalt curb	40	435																															
		WOLFE ST LND	HURON ST LND	0.08				7	7	asphalt curb	40	435																															
		HURON ST LND	SIOUX ST LND	0.06				7	7	asphalt curb	40	435																															
		SIOUX ST LND	SIMCOE ST LND	0.07				7	7	asphalt curb	40	435																															
12	Needham St.	ST PATRICK ST LND	ST PETER ST LND	0.21	Local	2	HCB	8	8	cg	40	1339	No	Yes	No	Secondary	Provides E-W connection in northeast Lindsay, through mix of employment & residential lands. Potential to be more useful as development in area increases. Part of bus route.	Low	Y	Shared operating space	Maybe	N?	One side, inconsistent	Y	Some conflict	Confirm	Shared Roadway	Sidewalk on North Side	Moderate	Low	No	No	14	- Considering the industrial surrounding land use there is an anticipated high number of trucks which may call for increased separation. Additional review of truck routes and traffic may be beneficial before implementing cycling facility. - However, low volumes and speed should allow for advisory bike lanes.									
		ST PATRICK ST LND	ST PETER ST LND	0.20				8	8	cg	40	1555																															
		ST DAVID ST LND	ST GEORGE ST LND	0.21				8	8	cg	40	2088																															
		ST GEORGE ST LND	CKL RD 36 OPS	0.36				8	8	cg	40	1502																															
13	St. David St.	FLEETWOOD RD LND		0.73	Collector	2	HCB	10.2	7	g	40	143	No	Yes	No	Tertiary	Provides N-S connection in northeast Lindsay. Road has two main corridors south of Colborne. It is mostly residential with an urban cross section, and north of Colborne it passes through employment/industrial lands with a rural cross section (no curbs or sidewalks).	Low/moderate	Y	Designed operating space	Y?	N?	Inconsistent	Y	Some conflict	Rural paved Shoulder	Low	Low	No	Yes	15	- Considering the shift in treatment; implementation should be further determined by the need for facility based on future development. Segments are to be implemented separately.											
		COLBORNE ST E LND	MOUNT HOPE ST LND	0.40				9	7	g	40	3714																															
		MOUNT HOPE ST LND	NEEDHAM ST LND	0.20				9	7	g	40	2539																															
		NEEDHAM ST LND	BEVERLY ST LND	0.16				10.5	7.5	g	40	2050																															
		DERMOT ST LND	FLEETWOOD RD LND	0.20				10.5	7.5	g	40	757																															
		SIMPSON RD LND		0.70				10.2	7	g	40	598																															
		BETHEL RD EMI	DERMOT ST LND	0.08				10.5	7.5	g	40	2050																															
			SIMPSON RD LND	0.12				10.7	7	g	40	598																															
14	St. David St.	SHORT AV LND	COLBORNE ST E LND	0.10	Collector	2	HCB	8.6	8.6	cg	40	802	No			Tertiary				Shared operating space					Both sides	One side	Both sides	Y	Some conflict	Advisory Bicycle lane	Sidewalk on east side Riverview Rd to King St (100 m)	Low	Moderate	No	No	16							
		RIVERVIEW RD LND	KING ST LND	0.13				8.6	8.6	cg	40	2660																															
		KING ST LND	QUEEN ST LND	0.07				8.6	8.6	cg	40	2660																															
		QUEEN ST LND	ARMOUR CT LND	0.18				8.6	8.6	cg	40	1103																															
		ARMOUR CT LND	SHORT AV LND	0.14				8.8	8.6	cg	40	1103																															
15	Eggs St.	ALBERT ST MPO		0.17	Local	2	LCB	7	8	g	40	101	No			Tertiary	E-W connection mostly through residential area. Could also be part of N-S route towards west where road curves and there is potential link to new development. Note: Google Streetview is mostly from 2014, so conditions may have changed. Possible shared route, in-bvd sidewalk conditions vary.	Moderate	Y	Shared operating space	N	Y		One side	One side	None	One side	Both sides	Both sides	Both sides	One side	One side	Y	Some conflict	Y	Neighborhood Bikeway	Traffic calming	Low	Moderate	No	No	17	- Implementation to be concurrent with Angeline Street N and Victoria Ave N for east-west connection. Coordination of implementation of these three projects where possible.
		ELM CT LND	ELM CT LND	0.20				8	8	cg	40	685																															
		CEDAR CT LND	CEDAR CT LND	0.15				8	8	cg	40	478																															
		BOND ST E KEY	CONCESSION RD FDP PEN	0.23				8.5	6.5	cg	40	274																															
		ADELAIDE ST N LND	ANGELINE ST N LND	0.38				6.6	5.6	g	40	1800																															
		ALBERT ST N LND	ADELAIDE ST N LND	0.28				6.8	5.8	g	40	1013																															
		WILLIAM ST N LND	MARGARET AV LND	0.18				14	8		60																																
		VICTORIA AV N LND	ALBERT ST N LND	0.32				14	8		679																																
		MARGARET AV LND	VICTORIA AV N LND	0.14				14	8		679																																
		ANGELINE ST N LND	ELM CT LND	0.11				8	8	cg	40	685																															
		ELM CT LND	CEDAR CT LND	0.11				8	8	cg	40	478																															
		CEDAR CT LND	OAK ST LND	0.08				8	8	cg	40	478																															
		15	St. Joseph	KENT ST W LND				THORNHILL RD LND	0.23	Collector	2	HCB																															
COLBORNE ST W LND				0.32	9	9	cg	40	2553																																		
SILVESTER DR LND				0.08	9.3	9.3	cg	40	220																																		
PURDY CT LND	LANG CT LND			0.07	9.3	9.3	cg	40	813																																		
KIRKCONNELL RD LND	ANGELINE ST N LND			0.13	9.3	9.3	cg	40	1172																																		
FLAVELLE CR LND	PURDY CT LND			0.07	9.3	9.3	cg	40	754																																		
LANG CT LND	KIRKCONNELL RD LND			0.07	9.3	9.3	cg	40	812																																		
THORNHILL RD LND				0.08	9	9	cg	40	2553																																		

16	Lindsay St. N	WELLINGTON ST LND	BOND ST E LND	0.15	Arterial	2	HCB	9.6	9.6	48	40	3574	No	Yes				Moderate	Physically separated	Y	Y7		Multi Use Pathway	Crosswalk markings and bike signals at Wellington St.	Moderate	Moderate	No	No	M	Reallocation of space possible from three (3) lanes to two (2) to accommodate bicycle lane - limiting may need to be advanced to long term if there are further challenges with the traffic needs relative to the space available. Could have demount and walk sign in the basin.					
		WELLINGTON ST LND	COLBORNE ST E LND	0.14		2	HCB	8.5	9.5	48	40	3574																							
		BOND ST E LND		0.15		2	HCB	9.5	9.5	48	40	3574																							
		KENT ST E LND		0.11		4	HCB	11	11	48	40	15339																							
		KING ST LND	WELLINGTON ST LND	0.09		4	HCB	11	11	48	40	15339																							
	KING ST LND	0.05	4	HCB	11	11	48	40	15339																										
17	Lindsay St. N	POTTINGER ST LND		0.20	Local	2	G	5	5	48	41	No	Inconsistent				Moderate	Shared operating space	N	Y7		Neighborhood Bikeway	Sidewalk one side, north of Collingham Cres	Traffic Calming	Low	Low	No	Yes	U						
		COLBORNE ST W LND	POTTINGER ST LND	0.46		2	HCB	7.5	6.5	48	40																				956				
		DANIEL CT LND	EGUNTON ST LND	0.18		2	HCB	7	7	48	40																				21				
		EGUNTON ST LND	COTTINGHAM CR LND	0.13		2	HCB	7	7	48	40																				322				
		COTTINGHAM CR LND		0.46		2	HCB	8.8	5.8	48	40																				80				
		COTTINGHAM CR LND	COTTINGHAM CR LND	0.09		2	HCB	7	7	48	40																				322				
	DANIEL CT LND	0.02	2	HCB	7	7	48	40	41																										
18	Mary St. W	ADELAIDE ST S LND	ALBERT ST S LND	0.17	Arterial	3	HCB	10.1	10.1	48	40	5039	No	Yes	No	Tertiary	E-W connection through south Lindsay. Passes through mix of residential, commercial, and employment uses, including School, multiple senior homes, and near Fleming College. West of Angeline is new residential area, with generous boulevards. East of Angeline is older area, with seemingly narrower ROW, sidewalk gaps. Highly variable volumes and classification through corridor. Part of bus routes	Moderate	Y	Designated operating space	Y	Y	Both sides, inconsistent, some gaps	Y	Some conflict	Bicycle Lane	Sidewalk, north side, Angeline St to Adelaide St. (250 m)	Conflict zone markings for bike lane (s13) at Parkers Cres, Dorner Rd, McQuarrie Rd, Frost Pl, Hughes Ct, Madell Cres, Wilson Ave, Angeline St, Adelaide St, Unbeh Cres, Albert St, Hamilton St, James St. Bike box at north leg of Hamilton St intersection. Walkability improvements, Angeline St to Lindsay St S. Traffic calming, McLaughlin Rd to Angeline St.	Low	Moderate	No	Yes	Reallocation of space recommended requiring the removal or restriction of an street parking to accommodate		
		HAMILTON ST LND	JAMES ST LND	0.29		3		10.1	10.1	48	40	5090																							
		HUGHES CT LND	FROST PL LND	0.12		2		9	9	48	40	120																							
		MCDUARRIE RD LND	DORNER RD LND	0.21		2		9	9	48	40	1388																							
		DORNER RD LND	EMKINS CR LND	0.06		2		9	9	48	40	1189																							
		EMKINS CR LND		0.04		2		9	9	48	40	1188																							
		ANGELINE ST S LND	WILSON AV LND	0.39		2		9	9	48	40	2298																							
		WILSON AV LND	MADILL CR LND	0.15		2		9	9	48	40	777																							
		MADILL CR LND	HUGHES CT LND	0.08		2		9	9	48	40	777																							
		HUGHES CT LND	MCDUARRIE RD LND	0.05		2		9	9	48	40	120																							
		ANGELINE ST S LND	ADELAIDE ST S LND	0.28		3		10.1	10.1	48	40	5039																							
		ALBERT ST S LND	HAMILTON ST LND	0.27		3		10.1	9	48	40	5030																							
		JAMES ST LND	LINDSAY ST S LND	0.28		3		10.1	10.1	48	40	5255																							
			MCLAUGHLIN RD LND	0.05		2		8	8	48	40	1161																							
		0.05	2	8	8	48	40	86																											
		0.10																																	
20	Glenlogie St. W.	WILLIAM ST S LND	CAMBRIDGE ST S LND	0.18	Local	2	HCB	8	8	48	40	1543	No	Yes	No	Tertiary	E-W connection through mostly residential area, just south of Kent St through central/downtown Lindsay. School along street. Reconstruction planned on Elmlogie from Lindsay St. to Cambridge St., 2025.	Moderate	Y	Shared operating space	N	Y	Both sides	N	Prohibitive conflict	Y	Neighborhood Bikeway	Traffic calming	Low	Moderate	Yes	No	Ideal parallel alternative to Ridout Street providing east-west connection without significant impact. Provides access to existing trail linkages along the water to the east		
		CAMBRIDGE ST S LND	VICTORIA AV S LND	0.12		2		8	8	48		1216																							
		VICTORIA AV S LND	SUSSEX ST S LND	0.13		2		8	8	48		1083																							
		SUSSEX ST S LND	ALBERT ST S LND	0.19		2		8	8	48		1083																							
		ALBERT ST S LND	ADELAIDE ST S LND	0.18		2		7.4	7.4	48		1675																							
21	Parkside Dr.	LOGIE ST LND		0.22	Local	2	HCB	8	8	48	40	513	No	Yes	Yes	Tertiary	Short E-W connection east of river, links to VBT, proposed new development east of Verulam, close to bridge over river. Part of bus route	Moderate	Y	Shared operating space	N	Y7	One side	N	Some conflict	Y	Neighborhood Bikeway	Traffic calming	Low	Moderate	No	No	M		
		OCONNELL CT LND		0.17		2		8	8	48	495																								
		OCONNELL CT LND	CKL RD 36 OPS	0.15		2		8	8	48	495																								
22	Colborne street E	ST GEORGE ST LND	CKL RD 36 OPS	0.35	Arterial	2	HCB	10	10	48	40	2988	No	Yes	No	Tertiary	E-W connection east of river in NE Lindsay, connects between river, Rivers Park, past seniors home through mix of residential, commercial, and employment areas. Note that a bridge is being planned over the river to connect Colborne St West & East.	Moderate	Y	Designated operating space	Y	Y	One side, inconsistent	Y	Some conflict	Y	Multi Use Pathway	Sidewalk one side, St David St to Verulam Rd	Crosswalk pavement markings at St Paul St, St Patrick St, St Peter St, St David St, St George St.	Moderate	Moderate	No	Yes	U	Reallocation of space and either removal or restriction of parking to accommodate implementation of the facility Provides continuous connection east west within Lindsay with the implementation of the new bridge
		LINDSAY ST W LND	ST PAUL ST LND	0.09		2		11.2	11.2	48	40	3671																							
		CKL RD 36 OPS		0.28		2		10	7	48	239																								
		ST PAUL ST LND	ST PATRICK ST LND	0.20		2		10	10	48	3671																								
		ST PATRICK ST LND	ST PETER ST LND	0.20		2		10.1	10.1	48	3671																								
		ST PETER ST LND	ST DAVID ST LND	0.20		2		10	10	48	3671																								
ST DAVID ST LND	ST GEORGE ST LND	0.21	2	10	10	48	2988																												
25	North/N Park Rd	ANGELINE ST N LND	ROSEMARY DR LND	0.12	Collector	2	HCB	7	7	48	40	1433	No	Yes	Yes	Tertiary	Short N-S connector in north Lindsay, through residential area. Part of bus route Resurfacing planned 2026	High	Y	Shared operating space	N	Y7	One side, inconsistent	Y	Some	Y	Advisory Bicycle Lane	Traffic calming	Low	High	Yes	No		With reduction in speed the required level of separation from designated / bike lane to shared Key linkage to the new development area and trail / park space to the north. Provides alternate connection to Angeline on more localized roadway	
		ADELAIDE ST N LND	WELDON CT LND	0.09		2		7	7	48	1161																								
		WELDON CT LND	REDWING ST LND	0.18		2		7	7	48	954																								
		ROSEMARY DR LND	ADELAIDE ST N LND	0.08		2		7	7	48	1433																								
		REDWING ST LND	BACHARD PARK RD LND	0.1077564		2		7	7	48	954																								
		KENT ST W LND	MOOSE RD LND	0.37	Collector	2	HCB	8	8	48	40	3248																							
		MOOSE RD LND		0.13		2		8	8	48	369																								
		MURDOCH CT LND	WALLACE DR LND	0.10		2		8	8	48	299																								

N-S connector in west end of Lindsay. Runs from commercial area in north

An interim solution with advisory or conventional

26	McLaughlin Rd	WALLACE DR LND	MARY ST W LND	0.28	Local	2	HCB	8	8	cg	40	299	No	Yes	Yes	Tertiary	(Collector) to new residential development in south (Dora). Possible future development in south, which would provide more connections, and also possibly increase traffic volume.	Moderate	Y	Designated operating space	N	N7	One side	Y	Some conflict	Y	Multi Use Pathway	- Possible pavement markings at Mouse Kit - Traffic calming	Moderate	Moderate	No	Yes	M	Bike lanes may be sufficient given current low volumes. Multi-use path recommended to address sidewalk gaps on west side. Ideally coordinated with future development.			
				0.10	Local	2	HCB	8	8	cg	40	377																									
			MURDOCH CT LND	0.10	Local	2	HCB	8	8	cg	40	299																									
			MURDOCH CT LND	0.14																																	
28	Albert Street	MARY ST W LND		0.19	Local	2	HCB	7.4	7.4	cg	40	2331	No	Yes	Yes	Secondary		High	Y	Shared operating space	N	N	Sidewalk both sides	Y	Some conflict	Conflict	Neighborhood Bikeway		Low	Moderate	No	Yes	M	Sign and traffic calm to provide connection to trail, along with route along White Pine Trail. Appears to be through Fleming College campus - coordination needed.			
30	Logie Street	LINDSAY ST S LND		0.24	Local	2	HCB	8.5	8.5	cg	40	1383	No	Yes	No	Secondary	Provides N-S connection just west of river, through residential area, mostly parallel to end at connection points to VRT. Two lane road with sidewalk on west side, seems to be lots of room on east side boulevard.	Moderate	Yes	Shared operating space	Yes	No	One side	Yes?	Some conflict	Y	Advisory Bicycle Lane	Sidewalk on one side Riverside Rd to Dobson St	- Improve where trail meets Logie St - provide curb out to road in short term, long term link to future MUP along Logie St - PSD at Parkside Dr intersection - PSD at Dobson St intersection - Walkability improvements	Low	Moderate	No	Yes	M	- Consultation of the multi use pathway for connectivity along with leveraging the new development occurring along this section of roadway and within this area - Consultation with existing improvements of the BICF and the VRT identified within the trails master plan update		
		RIVERVIEW RD LND	MARYKNOLL AV LND	0.13	Collector	2	HCB	8.8	8.8	cg	40	1265																									
		MARYKNOLL AV LND	KAWARTHA DR LND	0.11	Collector	2	HCB	6.8	6.8	cg	40	1265																									
		KAWARTHA DR LND	BRENDA CT LND	0.09	Collector	2	HCB	6.8	6.8	cg	40	1265																									
		EASTVIEW RD LND	HILLSIDE DR LND	0.14	Collector	2	HCB	6.8	6.8	cg	40	1265																									
		HILLSIDE DR LND	PARKSIDE DR LND	0.13	Collector	2	HCB	8.5	8.5	cg	40	1383																									
		PARKSIDE DR LND	GEORGE ST E LND	0.16	Local	2	HCB	8.5	8.5	cg	40	1383																									
		GEORGE ST E LND	MARY ST E LND	0.13	Local	2	HCB	8.5	8.5	cg	40	1383																									
		BRENDA CT LND	EASTVIEW RD LND	0.05	Collector	2	HCB	6.8	6.8	cg	40	1265																									
		Mary St E	South Bend	0.25	Local	2	HCB	8.5	8.5	cg	40	1383																									
30	King Street	LINDSAY ST N LND	CARDOUNE ST LND	0.10	Local	2	HCB	8	8	cg	40	1810	No	Yes	Yes	Secondary	E-W connection east of river, through residential area, partly parallel to and connects to VRT. Is part of a secondary cycling touring route.	Moderate	Yes	Designated operating space	No	Yes	One side, inconsistent	Yes	Prohibitive conflict	Y	Advisory Bicycle Lane	Sidewalk on South Side (St Peter St to Verulam, 740m)	- Traffic calming	Low	Moderate	No	No	M	- Borderline between shared and designated operating space. Advisory bike lane is primary recommendation, but street could be established as a neighborhood bikeway if traffic calming is intensive enough to divert traffic to other routes. Consider the overall function of the roadway and a more holistic look at how to change the way the roadway functions for all road users		
		ST PETER ST LND	ST DAVID ST LND	0.20	Local	2	HCB	8	8	cg	40	2351																									
		ST DAVID ST LND	ST GEORGE ST LND	0.20	Local	2	HCB	8	8	cg	40	1195																									
		ST GEORGE ST LND	ST JAMES ST LND	0.20	Local	2	HCB	8	8	cg	40	2312																									
		CARDOUNE ST LND	ST PAUL ST LND	0.10	Local	2	HCB	8	8	cg	40	1810																									
		ST PAUL ST LND	ST PATRICK ST LND	0.20	Local	2	HCB	8	8	cg	40	3355																									
		ST PATRICK ST LND	ST PETER ST LND	0.20	Local	2	HCB	8	8	cg	40	3421																									
		ST JAMES ST LND	CIL RD 36 OPS	0.15	Local	2	HCB	8	8	cg	40	2378																									
31	Fitzinger Street	ADELAIDE ST N LND		0.11	Local	2	LCB	7.5	6.5	cg	40	239	No	Yes	No	Secondary	E-W connection in north-central part of Unday. Provides connection to Parkview PS and Elgin Park at west end and VRT at east end. Sidewalk on both sides except for gaps at east and west ends.	Moderate	Yes	Shared operating space	No	Yes	Both sides, inconsistent, some gaps	Yes	Some conflict	Y	Neighborhood Bikeway	Sidewalk, south side from Adelaide St to Albert St (260 m), north side from William St to Lindsay St (180 m), and Adelaide to Elgin Park (100 m)	- Traffic calming	Low	Moderate	Yes	No	M	- Coordinate with the reconstruction project scheduled to occur in 2025		
		LINDSAY ST N LND	DYANA DR LND	0.08	Local	2	HCB	8.5	8.5	cg	40	1076																									
		DYANA DR LND	WILLIAM ST N LND	0.10	Local	2	HCB	7	7	cg	40	1067																									
		WILLIAM ST N LND	MARGARET AV LND	0.18	Local	2	HCB	7	7	cg	40	912																									
		VICTORIA AV N LND	ALBERT ST N LND	0.32	Local	2	HCB	7.5	7.5	cg	40	1443																									
		ALBERT ST N LND	ADELAIDE ST N LND	0.28	Local	2	LCB	7.5	7.5	cg	40	888																									
		CHURCHILL CR LND	VICTORIA AV N LND	0.08	Local	2	HCB	7	7	cg	40	912																									
		MARGARET AV LND	CHURCHILL CR LND	0.06	Local	2	HCB	7	7	cg	40	912																									
35	Georgian Street	ELSHAM ST E LND	MELBOURNE ST E LND	0.15	Local	2	HCB	6.3	6.3	asphalt curb	40	288	No	Yes	No	Secondary	Short N-S connection through residential area, allows connections to bridges over river to access VRT, and links to Lions Riverview Park.	Moderate	Y	Shared operating space	Yes	Y	Both sides north of Russell St, one side south.	Yes	Some conflict	Y	Neighborhood Bikeway	Sidewalk, east side Russell St to Lions Riverview Park - 400 m.		Low	Moderate	No	No				
		MELBOURNE ST E LND	GLENEIG ST E LND	0.14	Local	2	HCB	6.3	6.3	asphalt curb	40	226																									
		GLENEIG ST E LND	RUSSELL ST E LND	0.14	Local	2	HCB	6.4	6.4	asphalt curb	40	238																									
		RUSSELL ST E LND	BRIGGIST ST LND	0.14	Local	2	HCB	6.5	6.5	asphalt curb	40	181																									
36	St. Patrick Street	KING ST LND	QUEEN ST LND	0.07	Local	2	HCB	7.8	7.8	cg	40	352	No	Yes	No	Secondary	N-S connection east of river, mostly residential. Provides connections to Queen Victoria PS, Klismen Park, and potential future trail connection at north end.	Low	Y	Shared operating space	Yes	Y	Both sides south of Colborne, one side north.	No	Some conflict	Y	Neighborhood Bikeway	Traffic calming	Low	Low	No	No	M	- Based on current conditions, neighborhood bikeway should be sufficient with sufficient traffic calming. - Consider enhancing the facility to accommodate more users i.e. improvement to a MUP if there is sufficient space within the boulevard, and if volumes increase.			
		QUEEN ST LND	JOHN ST LND	0.12	Local	2	HCB	7.2	7.2	cg	40	897																									
		BERTIE ST LND	COLBORNE ST E LND	0.22	Local	2	HCB	7.2	7.2	cg	40	650																									
		COLBORNE ST E LND	DENNISTON ST LND	0.35	Local	2	HCB	7.2	7.2	asphalt curb	40	1955																									
		DENNISTON ST LND	NEEDHAM ST LND	0.38	Local	2	HCB	7.2	7.2	asphalt curb	40	1472																									
		NEEDHAM ST LND	JOHN ST LND	0.21	Local	2	LCB	6.3	5.3	cg	40	387																									
JOHN ST LND	BERTIE ST LND	0.06	Local	2	HCB	7.2	7.2	cg	40	650																											
37	White Pine trail	Albert St	End	0.9	Local	2	Paved	6.8	6.8				No	No	No	Secondary	Provides connection from Albert St. to trail system in south, and around Fleming College. Seems like a very quiet service road.	Moderate	Y	Shared operating space	Yes	N	None	Yes	No conflict	Y	Neighborhood Bikeway		Moderate	Moderate	No	Yes	M	Provides linkage between south end of Albert St and trail system. - Potential partnership agreement required with Fleming College.			
38	Ribbon Street	Lindsay St S	Georgian St	0.6	Local	2	Paved	7	7		40		No	Yes	No	Secondary	Provides connection continuing from Kent St. B downtown to east, and adjacent routes, including over river to VRT.	Low	Y	Designated operating space	No	Yes	Both sides	No	Some conflict	Y	Neighborhood Bikeway		Low	Low	No	No	M				
39	Warden Road	Verulam Rd	PIGEON LAKE RD OPS	0.9	Local?	2	Paved				40		No	Yes	Yes	Secondary	East west connection in front of High School, and linking Lindsay to Bobkinggreen connector touring route. Currently rural class section with patches, sidewalk on south side to access school.	High	Y	Designated operating space	Yes	N	One side, partial	Yes	Some conflict	Y	Multi Use Pathway		Moderate	High	No	Yes	M	Appears to be sufficient room in ROW for MUP. - Consider future sub-signation of roadway to accommodate more users and connectivity. - Northbound bikeway may be sufficient as an			
40	Alcorn Drive	Angeline St N	East end	1	Local?	2	Paved				40		No	Yes	No	Secondary	E-W connection in newly developed area.	Moderate	Y	Shared operating space	Yes	7	One side	Yes	Some conflict	Y	Neighborhood Bikeway		Low	Moderate	No	Yes	M				