

Network Development Database																																				
Update: 01/23/23 Updated by: Dave																																				
Step 1: Existing Conditions																																				
Segment #	Street Name	From	To	Length (m)	Roadway Classification	No. of Lanes	Surface Type	Median Width	Lane Width	Shoulder Type	Speed	SADP (m/s)	Existing Traffic Facility	Existing Right of Way	Proposed Right of Way	Available Route Type	Location Arrow (East for Arterial)	Public Support	Route Priority	Cycling Improvement (Along T-1/TM-1 with 15)	Sufficient Space for Shared Facility	Parking (H)	Transit Station	Walkability Improvement	Other / Environmental	Route Priority	Cycling Improvement	Walking Improvement	Proposed Additional Improvements	Complexity	Community Benefit / Impact	Local / Regional Road	Regional / Provincial Road	Regional / Provincial Road	Other Implementation Considerations	
1	East Street N	MAIN ST BOB	DUNN ST BOB	0.09	Arterial	2	HCB	8.3	8.3	cg	50	2063	No	Yes	No	Primary	Important N-S connection, with gravel shoulders. As Road leads onto a bridge, there are sidewalks on both sides but not of sufficient width.	H	Y	Designated space	M	N	On one side, inconsistent	Yes	Some conflict	Y	Multi-use Pathway	N/A Walkability Improvement accommodated by MUP	Crosswalks and bike signals at Main Street Intersection - PKD, crosswalk and ladder crosswalks at Cedarline Lane/Duke Street - PKD and crosswalk markings at Riverside Dr/Anne St. - PKD at Dunn Street - Walkability improvements consistent with recommendations identified within the TMPU (no costing required for the ATMP)	High	High	No	No	A	Segment of East Street North between Duke Street and Boyd Street is to be prioritized in the short term. - East Street North corridor identified as a priority project	
		DUKE ST BOB	EAST ST N BOB	0.22	Arterial	2		9.5	9.5	cg		2453																								
		TAYLOR ST BOB	BICK ST BOB VER	0.13	Local	2		10.7	8.3	g		2062																								
		DUNN ST BOB	TAYLOR ST BOB	0.18	Arterial	2		8.3	8.3	cg		2062																								
	East Street S	RIVERSIDE DR BOB	DUKE ST BOB	0.22	Arterial	2	HCB	15	13	g&paved	50	7299	N	N	N	Primary	Sidewalk exists on one side near the bridge. Gravel shoulders on both sides, commercial on both sides but as we move further south no more gravel shoulders and there is a mix of residential and commercial on both sides. High traffic volume corridor. Potential for adding AT facilities on sections closer to the bridge.	H	Y	Physically Separated	Y	N	Inconsistent	Y	Some conflict	Y	Multi-use Pathway (Boyd street to William street) Buffered Paved Shoulder (William street to Little bob dr)	N/A Walkability Improvement accommodated by MUP and Buffered Paved Shoulder	Crosswalks with bike signals at Boyd Street and King Street Ladder markings at Snakepoint Road Walkability improvement consistent with recommendations identified within the TMPU (no costing required for the ATMP)	High	High	No	No	M	Segment of East Street South between Boyd Street and King Street East to be prioritized in the short term	
		SNAKE POINT RD BOB	MILL ST BOB	0.14	Arterial	2	HCB	13	13.5	paved	50	7299																								
		SNAKE POINT RD BOB		0.04	Arterial	2	HCB	13	9.5	paved	50	7299																								
		LITTLE BOB DR BOB		0.30	Arterial	2	HCB	12.4	8	g	50	7299																								
		LITTLE BOB DR BOB		0.27	Arterial	2	HCB	12.4	8.1	g&paved&ag	50	7299																								
		BOYD ST BOB	RIVERSIDE DR BOB	0.39	Arterial	2	HCB	13	9.5	no&g	50	7299																								
		KING ST E BOB	BOYD ST BOB	0.35	Arterial	2	HCB	14	11	paved & Gravel	50	7299																								
	Park Street	MILL ST BOB	KING ST E BOB	0.17	Arterial	2	HCB	15	13.5	paved	50	7299	No	No	Yes	Primary	Has low density residential development alongside, quiet street connecting to downtown. As we move north, more space seems to be available on both sides. Part of this street is under previously proposed	H	Y	Shared operating Space	M	Y	None	Yes	Prohibitive conflict	Y	Paved Shoulder	N/A Walkability Improvement by the Paved Shoulder	Walkability improvements along corridor including benches / rest areas, etc. Ladder crossing and/or PKD at Sherwood Street terminus	Moderate	High	Yes	No	A	Considering an MUP is being implemented within the Park space redevelopment project, the community services project should be aligned with the work done by engineering to improve this connection	
		MANSFIELD ST BOB	SHERWOOD ST BOB	0.14	Local	2	15	8.7	paved parking / g	40	956																									
		LANCE ST BOB	MANSFIELD ST BOB	0.40	Arterial	2	7.9	7.4	g	40	1847																									
		PERFECTUS DR BOB	LANCE ST BOB	0.17	Arterial	2	7.9	7.4	g	40	1847																									
	Shenwood Street	MINNIS AV BOB	PERFECTUS DR BOB	0.09	Arterial	2	HCB	10	6.8	g	40	1847	No	Yes	Yes	Primary	Part of this street falls under previously proposed cycling route. Quiet residential street. Sidewalk exists on both sides, as one goes north, sidewalk with curb exists on the south side.	H	Y	Shared operating Space	Y	Y	Both sides, inconsistent	No	Some conflict	Y	Neighbourhood Bikeway (Canal st. W to park st)	Sidewalk one side (Canal st. W to park st)	Traffic calming (Canal st. w to King st. W) Walkability improvement (Canal st. w to King st. W)	Medium	High	No	No	A		
		PARK ST BOB	CANAL ST W BOB	0.10	Local	2		12.5	8.5	cg	40	956																								
		KING ST W BOB	PARK ST BOB	0.13	Local	2		8.5	8.5	cg	40	956																								
	North Street	KING ST W BOB		0.12	Local	2	HCB	7	7	cg	40	72	No	Yes	Yes	Primary	Provides E-W connection at west side of town. As it goes into rural, it connects to Fenslon Bobaygon route. Sidewalk on north side separated with rollover curb and asphalt strip.	H	Y	Designated space	N	Y	One side, inconsistent	Yes	Prohibitive conflict	Y	Multi-use Pathway (West street to Belacave street)	Sidewalk on one side (West street to Belacave street)	Walkability improvements (West street to Belacave street) Crosswalk and bike signals at Belacave Street - PKD and Crosswalk markings at Joseph Street	High	High	No	No	M		
		NORTH ST BOB	BALACLAVA ST BOB	0.13	Local	2		6	6	ns	40	478																								
		HEAD ST BOB	DUKE ST BOB	0.09	Arterial	2		6.5	8.5	cg	40	4803																								
		REID ST BOB	HEAD ST BOB	0.10	Arterial	2		6.5	8.5	cg	40	4803																								
	Duke Street	WEST ST BOB	REID ST BOB	0.31	Arterial	2	HCB	8.5	6.5	cg	40	4803	No	Yes	Yes	Primary	E-W connection, runs through centre of town. Ditch and sidewalk on north side. As we move southwards, ditch is no longer present and sidewalk exists on the south side.	M	Y	Designated space	Y	Y	One side, inconsistent	Yes	No conflict	Y	Bike Lane	Sidewalk on one side (Belacave street to East Street N)	Traffic calming - PKD and ladder markings at Main Street	Moderate	High	Yes	No	A	If feasible, consider upgrading to protected facility, such as buffered/paved bike lanes or MUP.	
		HELEN ST BOB	EAST ST N BOB	0.04	Arterial	2		11.2	11.2	cg	40	4803																								
		BALACLAVA ST BOB	MAIN ST BOB	0.43	Arterial	2		10	6.9	g	40	4803																								
		JOSEPH ST BOB	BALACLAVA ST BOB	0.08	Arterial	2		12	7.1	g	40	4803																								
		NORTH ST BOB	JOSEPH ST BOB	0.07	Arterial	2		8.5	6.5	cg	40	4803																								
	Belacave Street	MAIN ST BOB	HELEN ST BOB	0.15	Arterial	2	HCB	11.2	11.2	cg	40	4803	No	Yes	Yes	Secondary	N-S connection, in front of school. Narrow, Local street with residential on both sides. Sidewalk present only in front of the school.	M	Y	Shared operating Space	N	Y	One side inconsistent	Yes	Prohibitive conflict	Y	Multi-use Pathway	Sidewalk on one side	Walkability improvement - Traffic calming required to accommodate school transition during high volume periods - PKD at Dunn Street	High	High	No	No	M	MUP recommended to give a protected facility near school, although neighbourhood bikeway may be sufficient if combined with sufficient traffic calming measures.	
		BICK ST BOB VER	BICK ST BOB VER	0.05	Local	2		LCB	7	6	g	40																								626
		DUNN ST BOB	HILLVIEW DR MAN	0.28	Local	2		LCB	7	6	g	40																								626
		DUKE ST BOB	NORTH ST BOB	0.08	Local	3		HCB	6	6	g	40																								598
		NORTH ST BOB	DUNN ST BOB	0.23	Local	2		HCB	7	6	g	40																								572
	Front Street	HILLVIEW DR BOB	BICK ST BOB VER	0.03	Local	2	LCB	7	6	g	40	626	No	Yes	Yes	Secondary	N-S connection, limited connectivity, quiet residential street with sidewalk on north side (B Prince Street W)	M	Y	Shared operating Space	N	Y	One side, inconsistent	Yes	Some conflict	Y	Neighbourhood Bikeway	Sidewalk on one side (North street to Prince st w)	Traffic calming	Medium	L	Yes (2027)	No	A	Project to be aligned with the planned 2027 road reconstruction to leverage economies of scale	
		PRINCE ST W BOB	NORTH ST BOB	0.23	Local	2	7	6	g	40	393																									
		QUEEN ST BOB	PRINCE ST W BOB	0.20	Local	3	7	6	g	40	393																									
	Main st	FRONT ST W BOB	QUEEN ST BOB	0.19	Local	3	HCB	7	6	g	40	393	No	Yes	Yes	Secondary	Key connection through downtown, and to waterfront, parks, trails. Rural cross-section NE of East St. N. Urban section W/ sidewalk on East side. As we move beyond Jane Street, sidewalk alternates to the West Side with gravel shoulders on both sides. Street has convenience store, residences located on its sides. As we move south, utilities located on the West Side can be an issue. A great candidate for bike lane or separated bike facility. Candidate for pedestrian improvements	H	Y	Designated space	Y	Y	One side	Yes	Some conflict	Y	Protected Bike lanes (Bolton street to East St N) Paved Shoulder (East street N to Wilderness Park rd)	Sidewalks on one side (Front st. E to wilderness park rd)	PKD and Conflict Zone Markings at Front Street W Intersection reconfiguration at Front Street E/W PKD at Jane Street Tighten turning radii and add crosswalk markings at Duke street	High	Moderate	No	No	A	This corridor will require considerable effort to implement the desired facility. While the majority of the corridor is identified within the short term, consideration should be given to exploring the implementation of the segment of Main Street between East Street North and Front Street East in the Medium Term - Timing of the proposed intersection improvement at Front Street E and W should be explored within the short-term at the same time as the proposed improvement on Front Street W and Joseph Street - Segment between Duke Street and King Street East considered a high priority project	
		WILDERNESS PARK RD BOB		0.12	Arterial	2		12.9	6.8	g	40	2453																								
		TAYLOR ST BOB	WILDERNESS PARK RD BOB	0.06	Arterial	2		13.4	7.5	g	40	2453																								
		EAST ST N BOB	TAYLOR ST BOB	0.36	Arterial	2		12.7	8.1	g	40	2453																								
		JANE ST BOB	EAST ST N BOB	0.18	Local	2		8.5	7	g	40	956																								
		DUKE ST BOB	JANE ST BOB	0.12	Local	2		8.5	7	g	40	956																								
		PRINCE ST E BOB	DUKE ST BOB	0.22	Collector	2		HCB	12	7	g	40																								3065
		JOSEPH ST BOB	PRINCE ST E BOB	0.28	Collector	3		12	7	paved	40	5065																								
		FRONT ST E BOB	JOSEPH ST BOB	0.04	Collector	2		12	7	paved	40	5065																								
		FRONT ST W BOB	FRONT ST E BOB	0.03	Collector	4		14	14	cg	40	5137																								
		CANAL ST W BOB	FRONT ST W BOB	0.33	Collector	4		14	14	cg	40	5137																								
		KING ST W BOB	CANAL ST W BOB	0.26	Collector	4		14	14	cg	40	3099																								

9	Canal St	ATED ST BOB	EAST ST S BOB	0.23	Local	3	HCB	12.5	8.5	E	40	2086	No	Yes	Yes	Secondary	Important E-W connection with waterholes on side, Canal Street E, connecting from Boyd Street has a rural cross-section with a pond on its east side and no sidewalks. As we move southwards, after William street, Canal Street E gets busy, with waterfront along its east side with parking permitted on both sides. More commercial uses come up as it connects with Canal Street W. Canal Street W gets narrower as we move south, and has sidewalks on both sides.	H	Y	Shared operating Space	M	Y	Intermittent	Yes	Some conflict	Y	Multi-use Path	Sidewalk on one side	- Walkability improvements - Crosswalk markings at Main street	Medium	High	Yes	No		Implementation to be coordinated with the 2026 capital project. Ensure MUP continues the Canal St/Maine St intersection to ensure a safe transition between our local MUP and on-street shared cycling facility.
		WILLIAM ST BOB	NEED ST BOB	0.16	Local	2		7	7	ns	40	2086																							
		MAIN ST BOB	WILLIAM ST BOB	0.14	Local	3		15	7	cg	40	2086																							
		SHERWOOD ST BOB	MAIN ST BOB	0.16	Local	3		6	6	cg	40	1716																							
10	Front St. W	COLE ST BOB		0.71	Local	2	HEB	8.5	6.5	E	40	596	No	Yes	Yes	Tertiary	Only a section (John Street to Head Street) of this street included as candidate route. Good E-W connection, scenic, along waterfront. Sidewalk E side, paved shoulder on the other side. Possible shared route.	H	Y	Shared operating Space	N	Y	One side	Yes	Some conflict	Y	Neighbourhood Bikeway	None	- Traffic calming	Low	Moderate	No	No		Continues to be a key linkage as part of the Roboeygon AT Plan and continues as a high priority project for the ATMP
		WEST ST BOB	COLE ST BOB	0.40	Local	2		6	6	ns	40	1275																							
			WEST ST BOB	0.14	Local	3		6	6	ns	40	1275																							
		HEAD ST BOB		0.28	Local	2		6	6	ns	40	1375																							
		JOHN ST BOB	HEAD ST BOB	0.16	Local	2		6	6	ns	40	1275																							
		MAIN ST BOB	JOHN ST BOB	0.16	Local	2		6	6	ns	40	1275																							
11	Joseph Street	PRINCE ST W BOB	DUKE ST BOB	0.19	Local	2	HCB	10	6	E	40	954	No	No	No	Tertiary	Quiet neighborhood street with a sidewalk on the south side. Residential along both sides. A possible candidate for pedestrian improvement due to high walking activity recorded.	L	Y	Shared operating Space	Y	Y	One side	Yes	Some conflict	Y	Neighbourhood Bikeway	Sidewalk on one side (Duke street to Prince st W)	- Traffic Calming	Low	High	Yes (Reconstruction 2018-2021)	No		Implementation to align with the 2028 planned project timeline as identified for reconstruction. Would require implementation of the intersection improvement which is identified as a critical conflict point in the network at North Street, Duke Street and Joseph Street.
		QUEEN ST BOB	PRINCE ST W BOB	0.03	Local	2	HEB	10	6	E	40	956																							
		MAIN ST BOB	QUEEN ST BOB	0.21	Local	2	HEB	6	6	cg	40	956																							
12	Riverside Drive	BIRCH CR BOB		0.80	Local	3	HCB	9.2	8.2	E	40	1238	No	No	Yes	Tertiary	Major N-S connection, no sidewalk on either sides, rural cross section, with gravel shoulders on both sides, mostly residential development along the route.	H	Y	Shared operating Space	Y	Y	None	Yes	Some conflict	Y	Neighbourhood Bikeway	None	- Traffic calming	Low	Moderate	No	No	M	
		FRONT ST E BOB	BIRCH CR BOB	0.52	Local	2	HCB	8.2	8.2	E	40	1238																							
		EAST ST N BOB	FRONT ST E BOB	0.07	Local	2	HCB	8.8	6.8	E	40	1238																							
13	William St.	KING ST E BOB	CANAL ST E BOB	0.26	Local	3	HCB	11.5	11.5	cg	40	1192	No	Yes	No	Tertiary	N-S connection, sidewalks on the south side with curb/sidewalk without curb on north side but inconsistent. As one moves beyond William street intersection, sidewalks on either sides disappear and roadway becomes narrower. Mix of neighborhood commercial and residential throughout the corridor.	M	Y	Shared operating Space	N	Y	Both sides	No	Prohibitive conflict	Y	Neighbourhood Bikeway	Sidewalk on one side (Canal at E to mid point of William street)	- Traffic calming	Low	Low	No	No	M	
		SHAKE POINT RD BOB	KING ST E BOB	0.22	Local	2	HCB	6	6	ns	40	1150																							
14	Mill Street	MARINA DR BOB	LAKELWOOD CR BOB	0.40	Local	2	LCB	8.6	6.6	E	40	578	No	No	Yes	Tertiary	road connectivity through centre of town, plus connection to Wilderness Park & trails. Rural cross section NE of County Rd 49. No sidewalks on either sides. No major destinations along the route, only low-density, spread out residential.	H	Y	Shared operating Space	Y	Y	None	Yes	No conflict	Y	Neighbourhood Bikeway	Sidewalk on one side	None	Low	High	Yes (Resurfacing planned 2026)	No	-	Project implementation to align with the 2026 timeline for resurfacing. - Considered a short-term priority to align with the trail improvements planned at River Park.
		SQUIRES RW BOB	MARINA DR BOB	0.25	Local	2	HEB	8.8	6.8	E	40	1622																							
		EAST ST S BOB	SQUIRES RW BOB	0.11	Local	2	HCB	8.8	6.8	E	40	1622																							
15	Dunn Street.	East St. N.	Bellevue St.	0.35	Local	2	HCB	8.5	8.5	ns	40	924	No	Yes	Yes	Primary	Not Available on streetmap, sidewalk exists on the south side. Relatively narrow road, provides connection to Thomas Anderson Park.	H	Y	Shared operating Space	M	Y	One side	Yes	Some conflict	Y	Neighbourhood Bikeway	Sidewalk on one side	- Traffic calming	Low	Moderate	Yes (Reconstruction planned 2026-2032)	No	M	Implementation to be coordinated with the reconstruction project planned for 2032
16	Snake point road	NEED ST BOB	WILLIAM ST BOB	0.14	Local	2	HCB	5	5	ns	40	1150	No	Partial (sidewalk on north side of roadway)	No	N/A	Rural cross section with residences and natural areas abutting the roadway. Scenic route accommodating localised traffic providing alternate linkage to King Street and East Street North. Long driveways with set back utilities. At Need St, sidewalk picks up on the north side of the street. Some gravel / paved partial shoulders but is sufficient width. In sufficient space to accommodate designated facility. Would require speed reduction.	L	Y	Shared operating Space	Y	N	Sidewalk on one side (Need st to William St.)	Yes	Some conflict	Y	Neighbourhood Bikeway	Sidewalk on one side (Need st to East Street South)	Traffic calming	Low	Low	No	No	M	
		EAST ST S BOB	NEED ST BOB	0.21	Local	2	HCB	5	5	ns	40	1150																							
17	Front st. E	HELEN ST BOB	MAIN ST BOB	0.16	Local	2	HCB	8	8	cg	40	983	No	Partial (sidewalk on north side of roadway)	Yes	N/A	Rural cross section with grading challenges and physical barriers. Scenic route along the water with gravel shoulders on the southside. At Anne Street, Transitions Into Riverside (large- privately owned residences but may support active travel. Underpass below the bridge is preferred for crossing if possible.	M	Y	Shared operating Space	N	Y	Sidewalk on one side (Main St to Anne St.)	Yes	Some conflict	Y	Neighbourhood Bikeway	Sidewalk on one side (from Anne street to East street N)	Modifiable	Low	No	No	L		
		ANNE ST BOB	HELEN ST BOB	0.17	Local	2	HCB	8	8	cg	40	983																							
			ANNE ST BOB	0.18	Local	2	LCB	8	8	ns	40	167																							
18	Cedarvale lane	JUNIPER CT BOB	BIRCH CR BOB	0.13	Local	2	HCB	7	7	cg	40	104	No	No	No	N/A	Residential corridor with rural cross section. Set-back driveways with some conflicting utilities. Some sightline challenges. Connection to proposed trail improvement.	M	Y	Shared operating Space	N	Y	None	Yes	Some conflict	Y	Multi-use Pathway	Sidewalk on one side (from Birch Creek To Trail Terminus)		Low	High	No	No	L	Considered a priority to align with the trail improvements planned for the extension of Wilderness Park Road and the extension of Duke Street.
		EAST ST N BOB	JUNIPER CT BOB	0.19	Local	2	HCB	7	7	cg	40	104																							
19	King st. E	NEED ST BOB	WINGWAY DR BOB	0.07	Arterial	2	HCB	8	8	cg	40	1307	No	Yes	No	N/A	Residential and commercial corridor with urban cross section and sidewalks on both sides. Relatively busy street. Positioning of utilities in some places can pose a challenge.	M	Y	Shared operating Space	N	Y	Both sides	Yes	Some conflict	Y	Cycle Track	None	Traffic calming (Bolton street to east street S)	High	Medium	No	No	L	Considered a priority project to achieve the same system of separated linkages throughout the community but recently reconstructed.
		WINGWAY DR BOB	EAST ST S BOB	0.15	Arterial	2	HCB	8	8	cg	40	1307																							
		WILLIAM ST BOB	NEED ST BOB	0.14	Arterial	3	HCB	8	8	cg	40	1307																							
		BOLTON ST BOB	WILLIAM ST BOB	0.14	Arterial	3	HCB	10.5	10.5	cg	40	1307																							