

Network Development Database

WSP ID #		Step 1: Existing Conditions						Step 2: Characterize Roadway Characteristics						Step 3: AT Implementation Classification										Step 4: Network Contributions & Design					Step 5: Route Prioritization / Phasing								
		Street Name	From	To	Length (m)	Roadway Classification	No. of Lanes	Surface Type	Right-of-Way (m)	Surface Width (m)	Shoulder Type	Sever	ASOT 2021	Existing Traffic Priority	Existing Pedestrian Facility	Proposed Pedestrian Route	Land Use / Road Type	Complexity / Review Grade / Assessment	Public Submitt	Route Priority	Cycling Infrastructure (Type / LOR / Note by)	Left-turn Right-turn (L/R) Facility	Parking (Type)	Sever	ASOT	Walkability (unimproved)	Walkability (improved)	Active (possible)	Existing Infrastructure	Existing (unimproved)	Proposed Additional Improvements	Complexity	Community Need / Level	Capital / Potential Benefit	Potential / Possible Management	Proposed Phasing	Notes / Implementation / Comments
1	Lindsay Street	WEST ST S FEN	VETERANS WY FEF	0.18	Arterial	4	HCB	14.2	14.2	CG	30	6013	N	Y	N	Secondary	Unimproved cross-section with four lanes (2E and 2W) with a centre turn lane. Mix of businesses and residential and significant number of driveways accessing the road. Utilities are in close proximity to the roadway. Sidewalk expands to include 0.5m asphalt strip between sidewalk and curb. Significant vulnerable user destinations along the corridor including school and other businesses which generate daily traffic	H	Y	Physically Separated	Y	N	One Side, Consistent	N	Some conflict	Y	Separated Bicycle Lane	Sidewalk on One Side (from Trail to Green Street)	PKO at Lindsay Street and Green Street Pavement Markings for Bike Lane Transition Add space unimproved crossing at Lindsay Street and VRT crossing	Moderate	Moderate	No	No	M	Resurfacing planned 2025 from West St. to Elton St. Recommendation of reallocation of space to accommodate new facility		
		VETERANS WY FEF	GREEN ST E FEF	0.23	Arterial	4		14.2	14.2	CG	50	6013																									
		GREEN ST E FEF	ELLIOTT ST FEF	0.19	Arterial	4		14.2	14.2	CG	50	6013																									
		ELLIOTT ST FEF	HELEN ST FEF	0.09	Arterial	4		14.2	14.2	CG	50	6013																									
2	Colborne Street	HELEN ST FEF	WATER ST FEF	0.23	Arterial	2	HCB	6.8	6.8	CG	40	13200	N	Y	Y	Primary	Crossing of the River means significant narrowing of the roadway. City is in the process of undertaking a redesign of the bridge which will include AT facilities. Significant natural destinations including park spaces and retail areas. Transitions to a more urbanized main street with parallel on-street parking and three lanes (one centre turn lane) high volumes of traffic (all modes). Downstream destination but lacking tree canopy to enhance space. PP Route for summer extension of rail trail. Transitions to a more residential cross-section but with the same ROW width available. Sidewalk width decreases but still present on both sides.	M	Y	Physically Separated	Y	Y	Both sides, Consistent	N	Some conflict	Y	Cycle Track	Sidewalk on both sides (Bridge)	Potential Info (in vicinity of Super Sharrow) with Green pavement marking Walkability improvements Crosswalk markings at Francis Street and Bond St. Bicycle Signals at Francis St Adder crosswalk markings and facility transition at Princess Street E Intersection	High	Moderate	No	No	X	Would require overall rethinking of the way in which with roadway is designed with the removal of on-street parking and reallocation of space Resurfacing planned 2025 from Bond St. to Elton St. Sections are to be implemented in different phases depending on the lack of implementation Section between Bond Street and Princess Street to be Medium Term while remaining sections would likely be more appropriate in the long-term		
		WATER ST FEF	FRANCIS ST E FEF	0.12	Arterial	4		17	17	CG	40	13200																									
		FRANCIS ST E FEF	BOND ST E FEF	0.14	Arterial	4		17	17	CG	40	13200																									
		BOND ST E FEF	LOUISA ST FEF	0.14	Arterial	4		14	14	CG	40	13200																									
		LOUISA ST FEF	QUEEN ST FEF	0.14	Arterial	4		14	14	CG	40	13200																									
		QUEEN ST FEF	PRINCES ST W FEF	0.13	Arterial	4		14	14	CG	40	13200																									
4	Bond St W	COLBORNE ST FEF	MARKET ST FEF	0.16	Local	3	HCB	8	8	CG	40	1412	N	Y	Y	Primary	Urban cross-section with curbs and sidewalks on both sides of the roadway. Sidewalks have varying conditions including concrete and asphalt. Primarily residential with some local commercial. Utilities are very close to the curb. Parking is permitted with a relatively high degree of use. Towards the end of the street there is a narrowing and increased boulevard.	M	Y	Shared Operating Space	M	Y	Both sides, Consistent	Y	Some conflict	Y	Neighborhood Bikeway	Sidewalk on one side (from Bond St. w to 75 Bond St. w, from John St. to Fenton falls curling club)	Traffic calming Walkability improvement with a focus on the sidewalk and overall accessibility Intersection improvement at Colborne St. PKO and specific zone markings at Bond St. W	Medium	High	No	No	None	Requires the potential removal of parking.		
		MARKET ST FEF	JOHN ST FEF	0.10	Local	3	HCB	8	8	CG	40	1412																									
5	Bond St E	JOHN ST FEF		0.27	Local	2	HCB	7	7	CG	40	810	N	Y	N	Tertiary	Narrower street primarily residential with sidewalks on both sides of the roadway and parking permitted. Sidewalk on the N side is dropped and one side of the roadway becomes rural with a partial gravel shoulder. High frequency of driveways and condition relatively new. Some significant environmental constraints on the N side.	M	Y	Shared Operating Space	Y	N	One Side, Consistent	N	Some conflict	Y	Neighborhood Bikeway	None	Low	Moderate	No	No	None				
		COLBORNE ST FEF	MARKET ST FEF	0.16	Local	3	HCB	8	8	CG	40	1412																									
6	Helen St	MARKET ST FEF	JOHN ST FEF	0.10	Local	3	HCB	8	8	CG	40	1412	P (Full gravel shoulder on both sides of the roadway)	P (could be accommodated by the paved shoulder marked for cycle lane)	N	Primary	Roadway transitions from a rural cross-section with wide gravel shoulders just before Redwing Avenue to a urbanized cross-section with asphalt sidewalks (less than dedicated minimum) on both sides of the roadway. Primarily residential with some local businesses on the north side of the road. Strong generation of utilities as well as environmental features. (primarily on the south side). Parking seems to be permitted but is not consistently used along the corridor. At points there is a widening of the sidewalk, closer to 3.0m on both sides. Segment of sidewalk is missing close to the school on the S side of the roadway.	H	Y	Designated Operating Space	N	Varied	Both sides, Inconsistent	Y	Some conflict	Y	Multi-use pathway	Sidewalk on one side (Lindsay St to Kings St. N) Sidewalk on both sides (from the trail near green st w to West street)									
		GRADY RD FEF	REDWING AV FEF	0.45	Arterial	2	HCB	7	7	CG	40	5585																									
		REDWING AV FEF	BASS ST FEN	0.20	Arterial	2	HCB	7	7	CG	40	5585																									
		BASS ST FEN	WEST ST N FEN FEF	0.12	Arterial	2	HCB	7	7	CG	40	5585																									
		WEST ST N FEN FEF	KING ST FEF	0.15	Arterial	2	HCB	6.7	6.7	CG	40	5585																									
		KING ST FEF	NORTH ST FEF	0.12	Arterial	2	HCB	6.7	6.7	CG	40	5585																									
7	Elton St	NORTH ST FEF	LINDSAY ST FEF	0.21	Arterial	2	HCB	7.5	7.5	CG	40	5585	N	Y	N	Secondary	Street is a mixed urban and rural environment with one side accommodating a transitional curb and the other with no curb and partial shoulder. Parking is restricted on one or other sides (to be confirmed). Access to business in the back.	M	Y	Shared Operating Space	Y	N	Two and One Side, Consistent with transition	Y	Some conflict	Y	Neighborhood Bikeway	Sidewalk on one side (Elton St to Murray St)	None	Low	Moderate	Yes	No	None	Section from Lindsay Street to Murray Street planned for reconstruction in 2025		
		LINDSAY ST FEF	MURRAY ST FEF	0.15	Local	2	HCB	7.5	7.5	HA	40	1161																									
8	Elton St	MURRAY ST FEF	ELICE ST FEF	0.15	Local	2	HCB	7.5	7.5	HA	40	1161	N	Y	N	Secondary	Roadway feels very "wide" even though the section has limits - likely due to the very set back houses and long driveways. Rural cross-section with gravel shoulder (partial). Sidewalk present on the E side of the roadway only with a number of driveways. Old trees along with utilities. "Narrower" before Wyewood Cres. with increased number of environmental constraints. Sidewalk drops at trail access to school between Elton and Wyewood.	H	Y	Shared Operating Space	M	N	One Side, consistent with removal before Wyewood	Y	Some conflict	Y	Neighborhood Bikeway	Sidewalk on both sides (Wyewood St to midway (Elton St)) Sidewalk on one side (Elton St to midway (Elton St))	None	Low	High	Yes	No	None	Overall reconsideration of roadway function transition from rural to urban cross-section Coordination with planned capital project implementation in 2024		
		WYCHWOOD CR FEF	WYCHWOOD CR FEF	0.10	Local	2	HCB	7	6	HA	40	530																									
		WYCHWOOD CR FEF	WYCHWOOD CR FEF	0.30	Local	2	HCB	7	6	HA	40	1021																									
		WYCHWOOD CR FEF	JUNIPER ST FEF	0.44	Local	2	HCB	9.6	6.6	HA	40	1021																									
10	Wyewood Crescent	JUNIPER ST FEF		0.44	Local	2	HCB	9.6	6.6	HA	40	1021	N	N	N	Secondary	Rural cross-section with gravel shoulders that are difficult to decipher from the asphalt roadway. Truck traffic due to presence of pit. Land use is primarily industrial. Significant narrowing of the cross-section and shoulder with some environmental features	M	Y	Shared Operating Space	Y	N	None	Y	Some conflict	Y	Advisory Bicycle Lane (from West corner S to start of curve of Wyewood street)	None	Medium	Moderate	No	No	M	None			
		WEST ST S FEN	INDUSTRIAL PARK DR FEF	0.29	Local	2	HCB	10	7	HA	40	822																									
		INDUSTRIAL PARK DR FEF	ELICE ST FEF	0.32	Local	2	HCB	10	7	HA	40	822																									
		ELICE ST FEF	CONTD.	0.23	Local	2	HCB	8.5	6.5	HA	40	799																									
11	Francis St E	CONTD.	ELICE ST FEF	0.61	Local	2	HCB	7	6	HA	40	799	N	Y	N	Secondary	Constrained corridor leading up to the main intersection with permitted on-street parking (limited hours) and an urban cross-section. Primarily residential corridor with sidewalks on both sides of the cross-section. Transitions to a more rural cross-section with a roll curb and asphalt pad beside the sidewalk serving as a space for parked vehicles	H (walking)	Y	Shared Operating Space	N	Y	Both sides, consistent	Y	Some conflict	Y	Bike lane	None	Medium	Moderate	Yes	No	None	Coordination with resurfacing along Francis East of Colborne planned for 2025 May require some removal/relocation of on-street parking			
		COLBORNE ST FEF	ELIOTON ST FEF	0.11	Arterial	3	HCB	6.5	6.5	CG	40	2431																									
		ELIOTON ST FEF	JANUSDA CR FEF	0.30	Arterial	2	HCB	6.5	6.5	CG	40	2431																									
		JANUSDA CR FEF	CONTRIVISION RD FEF FEN	0.46	Arterial	2	HCB	6.5	6.5	CG	40	2431																									
12	Francis St W	CONTRIVISION RD FEF FEN		0.46	Arterial	2	HCB	6.5	6.5	CG	40	2431	N	Y	N	Secondary	Primarily residential with some businesses on the S side within the first block following the main street. Sidewalks on both sides of the roadway with some additional pedestrian features i.e. benches. Designated space for parking with permeability transitioning to a roll curb with asphalt leading up to the CSO. High demand with destinations along and at the beginning and end of the section. Utilities are on the other side of the sidewalk which seem newly constructed. Significant destination at the end and new developments generating increased demand / interest.	H	Y	Shared Operating Space	Y	Y	Both sides, consistent	N	No conflict	Y	Neighborhood Bikeway	None	Low	High	None	No	None	Interaction improvement at Francis St E and Francis St W Adder crosswalk markings and conflict zone markings			
		COLBORNE ST FEF	MAY ST FEF	0.12	Local	2	HCB	9.5	9.5	CG	40	816																									
		MAY ST FEF	MARKET ST FEF	0.04	Local	2	HCB	7.2	7.2	CG	40	816																									
		MARKET ST FEF	JOHN ST FEF	0.10	Local	2	HCB	7.2	7.2	CG	40	816																									
13	John St	JOHN ST FEF		0.19	Local	2	HCB	6.8	6.8	CG	40	816	N	Y	N	Secondary	Mix of industrial and residential along the corridor with primarily rural cross-section including concrete sidewalk on W side of the street. Parking permitted, with stop controlled intersections. Hill provides unique cycling topography. Experience is idea but could lead to some environmental constraints. Past Queen St. we see a narrowing and further ruralized nature of the corridor	H (AT)	Y	Shared Operating Space	N	Y (varied)	Both sides, Inconsistent	Y	No conflict	Y	Neighborhood Bikeway	Sidewalk on one side (from Francis St W to Queen St.)	None	Low	Moderate	Yes	No	None	Environmental impacts will need to be assessed along the corridor to a greater degree. This may impact the schedule of the project Implementation should be coordinated with resurfacing of John Street from Princess Street to Bond Street in 2024		
		FRANCIS ST W FEF	BOND ST W FEF	0.14	Local	2	HCB	7	7	HA	40	471																									
		BOND ST W FEF	LOUISA ST FEF	0.14	Local	2	HCB	6	6	HA	40	661																									
		LOUISA ST FEF	QUEEN ST FEF	0.14	Local	2	HCB	6	6	HA	40	661																									
14	Murray St	QUEEN ST FEF	PRINCES ST W FEF	0.14	Local	2	LCB	6	5	HA	40	268	N	Y	N	Tertiary	Rural cross-section with wide platform including gravel shoulder which could be functioning as a parking lane on the S side and a very narrow asphalt sidewalk on the W side. Utilities are set back and driveways are long. Sidewalk transitions to the E side after Green St. with utility constraints.	H	Y	Shared Operating Space	Y	Y	One side, inconsistent	Y	Some conflict	Y	Neighborhood Bikeway	Sidewalk on one side (from west st S to trail crossing at Murray St)	Traffic calming on its full extent Mid block improvement at Victoria rail trail crossing - PKO	Medium	Moderate	No	No	None	Major community destinations as well as access to the trail make this a considerable priority for the City but may be a challenge from an implementation perspective requiring further study of potential impacts		
		WEST ST S FEN	GREEN ST E FEF	0.53	Local	2	HCB	8	7	HA	40	477																									
15	Water St	GREEN ST E FEF	ELLIOTT ST FEF	0.19	Local	2	HCB	7.5	7.5	CG	40	536	N	N	N	Tertiary	Informal roadway that is primarily used to access the boat launch as well as the end of the VRT. More of a transition point to the downtown core and main street business access.	H	Y	Shared Operating Space	N	N	None	N	No conflict	Y	Neighborhood Bikeway	None	Low	High	No	No	None	None			
		ONK ST FEF		0.28	Local	1	HCB	4	4	HA	40	95																									
16	May St	COLBORNE ST FEF	MAY ST FEF	0.12	Local	3	HCB	5	5	CG	40	822	N	Y	N	Tertiary	Downtown corridor with parking on both sides of the roadway and a sidewalk on both sides protected by the parking. Major destinations along the corridor and connection points to other destinations. Utilities and residences are limiting and high vehicle volume anticipated because of the parking options.	H	Y	Shared Operating Space	N	Y	Y	N	Some conflict	Confirms	Neighborhood Bikeway	None	Low	High	No	No	None	High priority considering the alternate link provided to Colborne Street connection.			
		ONK ST FEF	FRANCIS ST W FEF	0.12	Local	2	HCB	6	6	CG	40	936																									

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