

Municipality of Chatham-Kent

Infrastructure and Engineering Services

Engineering and Transportation Division

To: Mayor and Members of Council

From: Chris Thibert, P.Eng.
Director, Engineering

Date: October 26, 2020

Subject: Sidewalk Policy replaced with Local Improvement Charges Regulation

Recommendations

It is recommended that:

1. The Municipality of Chatham-Kent Sidewalk Policy, as published November 2009 and amended February 2012, be cancelled.
2. The Capital Budget request of \$300,000 annually allocated for new sidewalks be reallocated to other strategic projects within the Capital Plan.
3. All new sidewalk requests for Local Roads follow the Local Improvement Charges Regulation 586/06.
4. New sidewalks for all Collector and Arterial Roads will be considered and approved on a project-by-project basis.
5. Sidewalk requirements in new developments and new roads will continue to follow the Municipal Development Standards document.

Background

As per the recommendation in the Report to Council titled "Council's Growth and Recovery Next Steps" which was approved at the October 19, 2020 Council meeting:

"That Council accept the Growth and Recovery Strategy next steps as presented in the Growth and Recovery Strategy Next Steps Gantt Chart."

- Item 29 of the Gantt Chart depicts "Sidewalk Review - RTC."

This report is being written to provide recommendations for consideration from an internal sidewalk review in support of the Growth and Recovery Strategy.

The Municipal Sidewalk Policy was originally adopted in October, 2009. This policy reduced the financial burden of new sidewalk installation from 100% to the abutting

property in accordance with the Local Improvement Charges Regulation to 50% shared with the general tax base based on a priority matrix.

In May 2011, Council directed administration to utilize a priority matrix within the policy to rank existing roadways for new sidewalk construction. These rankings were reported to Council. This program included the introduction of an annual funding of approximately \$300,000 from the Capital Budget allocated to new sidewalks in accordance with the policy.

In February 2012, Council amended the Sidewalk Policy to reflect a change in the financial costing format. All new sidewalks that met the policy warrant criteria were to be 100% funded by the general tax base. This is the policy that remains in effect today (Appendix A).

The priority matrix continues to assess the various sidewalk needs for arterial, collector and local roads with highest priority ranking given to areas with no alternative route and missing links sidewalks along with the following criteria:

- Pedestrian volumes
- Vehicular volumes
- School travel planning
- Transit routes
- Network continuity
- Pedestrian generators
- Illumination

Currently there are 129 warranted new sidewalk installations identified in the policy priority matrix as listed in Appendix B. The approximate construction estimate associated with these new sidewalks is \$6,600,000 based on 2020 construction estimates.

Of the 129 new sidewalks in the priority matrix:

- Six (6) are on local roads amounting to approximately \$150,000
- Fifty-nine (59) are on urban collector roads amounting to approximately \$2,500,000
- Sixty-four (64) are on urban arterial roads amounting to approximately \$3,950,000

For all new developments, developers are required to construct the roads in accordance with the Municipal Development Standards. This includes new sidewalk provisions as follows:

- One new sidewalk on all local roads. This does not apply to cul-de-sacs less than 150 m in length
- Two new sidewalks on all collector and arterial roads

Any new road identified in the Transportation Master Plan (TMP) is included the Capital Plan to identify the amount of funding required to bring a road to the proper standard in accordance with the Municipal Development Standards. The requirements for sidewalks in new developments as well as new roads identified in the TMP are not recommended for change.

Comments

It is recommended that Council cancel the current Municipal Sidewalk Policy and proceed with the following criteria below for new sidewalks. This cancellation will eliminate the annual \$300,000 Capital Budget Request for new sidewalks.

Local Roads

Any request for new sidewalk along a local road will adhere to the Local Improvement Charges Regulation (LIC) O. Reg. 586/06.

Under Section 9 of the regulations, the improvement may proceed if a petition in favour of the undertaking is received from at least two-thirds (66%) of the property owners representing one half (50%) of the value of the property liable to be specially assessed for the works.

Signatures will be validated through the Clerk's office to determine if the above criteria is met. If the validation is successful, the petition will be presented to Council requiring approval to form a By-Law for 100% cost recovery from the petitioners. This cost recovery is for the one-time construction costs only and the Municipality will be responsible for the lifecycle thereafter.

The cost recovery model for new sidewalks is currently \$85.00 per linear meter of frontage which is an upset limit that is shared amongst residents on both sides of the road. The \$85.00 per linear meter, which is an upset limit typically adopted for previous sidewalk local improvement work, will be updated as required. If the petition is successful, administration will include the new location in the annual concrete/sidewalk maintenance contract for installation the following year and 100% of the costs will be shared accordingly. Residents will not be required to pay any more than \$42.50/meter of frontage (\$85.00 split to both sides of road). Any overages will be covered by the general tax base under sidewalk lifecycle.

Collector and Arterial Roads

As collector and arterial roads serve a greater population, administration will assess the need for new sidewalks on a project-by-project basis. In accordance with the Municipal Development Standards, if no sidewalks exist or if there is only one sidewalk on one side of the road, administration may recommend that new sidewalks be included with the project which will be subject to Council approval and budget from the general tax base.

A road reconstruction project involves work on multiple assets within the right-of-way which include the road surface, sewers, watermains, curb/gutter, boulevard works, and sub-grade works. A road resurfacing, typically referred to as road maintenance, does not qualify as a road reconstruction project. To achieve the best costs for new

sidewalks, it will be recommended only for reconstruction projects where a magnitude of similar works is already taking place.

Should residents fronting onto a collector or arterial road not want to wait for the road to be reconstructed, they will also have the option to proceed under the Local Improvement Charges Regulation as explained above. The costs/meter may be a bit higher for a collector/arterial road vs. a local road but they will still be held to the same upset limit of \$42.50/m.

Areas of Strategic Focus and Critical Success Factors

The recommendations in this report support the following areas of strategic focus:

- Economic Prosperity:
Chatham-Kent is an innovative and thriving community with a diversified economy
- A Healthy and Safe Community: Chatham-Kent is a healthy and safe community with sustainable population growth
- People and Culture:
Chatham-Kent is recognized as a culturally vibrant, dynamic, and creative community
- Environmental Sustainability:
Chatham-Kent is a community that is environmentally sustainable and promotes stewardship of our natural resources

The recommendations in this report support the following critical success factors:

- Financial Sustainability:
The Corporation of the Municipality of Chatham-Kent is financially sustainable
- Open, Transparent and Effective Governance:
The Corporation of the Municipality of Chatham-Kent is open, transparent and effectively governed with efficient and bold, visionary leadership
- Has the potential to support all areas of strategic focus & critical success factors
- Neutral issues (does not support negatively or positively)

Consultation

No other Departments were consulted in the preparation of this report.

Financial Implications

Should Council approve to proceed with the recommendations:

- The Capital Budget request of \$300,000 annually allocated for new sidewalks will be reallocated to other strategic projects within the Capital Plan.
- All new sidewalks in the priority matrix warranted on Local Roads will require new petitions in accordance with the Local Improvement Charges Regulation.
- The remaining new sidewalks on collector and arterial roads will be subject to Council approval and budget on a project by project basis (as road reconstruction permits). Should residents fronting these roads request to not wait for these reconstruction projects they will also have the ability to petition under Local Improvement Charges Regulation.
- Should all currently warranted sidewalks identified in Appendix B move to adhere to the Local Improvement Charges Regulation, this would result in a \$6,600,000 savings to the general tax base.

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Attachments: Appendix A – Municipality of Chatham-Kent Sidewalk Policy
 Appendix B - Roads currently warranted for new sidewalk(s) in
 sidewalk priority matrix

(RTC:\Infrastructure & Engineering\I&ES\2019\4298 – Sidewalk Policy and Local Improvement

**Municipality of Chatham-Kent
Sidewalk Policy**

November 2009

Amended February 2012

Municipality of Chatham-Kent

08-9647-1061

Submitted by

**Dillon Consulting
Limited**

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Appendix A Weighted Sidewalk Construction Prioritization Criteria

1.0 INTRODUCTION

The Municipality of Chatham-Kent has developed a new Sidewalk Policy that supports the Strategic Plan endorsed by Council to promote active transportation and a healthy lifestyle. This policy promotes active transportation (pedestrian traffic) and supports public transit services through the provision and maintenance of sidewalks within the Municipality of Chatham-Kent.

1.1 Goals and Objectives

This policy document outlines a comprehensive and updated procedure for determining appropriate locations and funding allocations for sidewalk installations within the Municipality of Chatham-Kent.

1.2 Purpose

The purpose of this document is to define the warrant process for sidewalk installations, provide guidelines for prioritizing sidewalk installation projects and define assessment allocations of local improvement costs and capital costs for sidewalk installations.

1.3 Scope

This policy is intended to pertain to all potential sidewalk requirements for roadways within the Municipality of Chatham-Kent.

2.0 GOVERNING LEGISLATION

There is no existing provincial legislation regarding the provision of sidewalks.

The Municipal Act includes a regulation enabling the provision of sidewalks as a Local Improvement, funded by residents benefiting from the sidewalk installation. The Municipal Act also provides guidance regarding the maintenance responsibilities for municipal sidewalks.

Design and construction of sidewalks should be in accordance with the requirements within the most current version of the Municipality of Chatham-Kent Schedule “A” Development Servicing Requirements - ‘Roadways and Walkways’.

3.0 POLICY AND PROCEDURES

3.1 Sidewalk Installations in New Developments

The Municipality of Chatham-Kent Schedule “A” Development Servicing Requirements - ‘Roadways and Walkways,’ Item 5 - Sidewalks, identifies minimum sidewalk requirements for new development of property within the Municipality of Chatham-Kent. Funding of sidewalk installation within or adjacent to a new development is 100% the responsibility of the property developer.

3.2 Sidewalk Installation on Existing Roadways

Consideration of sidewalk installation on existing roadways can be in response to requests received from:

- Municipal Council.
- Adjacent property owners (the public).
- The (Chatham-Kent) Active Communities Committee.

Public requests shall require a petition, signed by at least two-thirds of the abutting property owners representing at least 50% of the lot frontages to be specifically charged for the work. Following receipt of the request and completed petition, the Municipality’s Engineering and Transportation Division will conduct a review to determine if the sidewalk meets warrant criteria, as outlined in this policy. Engineering and Transportation staff will annually determine the priority ranking for new sidewalk installations, according to the weighted criteria identified in **Appendix A**, while also considering opportunities for coordination with the construction of other planned area roadway improvements.

Where sidewalk is warranted on only one side of the street, the selected placement of sidewalk will be at the discretion of Council. Consideration will be given to a variety of factors which may include; access to schools or other pedestrian generators, existing pedestrian demands, connectivity to existing sidewalk, proximity to growth areas, locations of transit stops, placement of community mailboxes, existing trees and landscaping.

3.3 Funding Allocation for Sidewalk Construction

As stated in section 3.1, sidewalk construction located within or immediately adjacent to new developments will be funded 100% by the property developer.

Warranted sidewalk installations on existing arterial, collector or local roadways meeting the warrant criteria of 40%, whether resulting from public request and petition or initiated by the Municipality, shall be funded 100% under the general tax rate.

Sidewalk sections identified and approved under the School Travel Planning (STP) program would also be funded 100% under the general tax rate.

Petitions from homeowners on Arterial and Collector roads not meeting the 40% ranking criteria would be funded as follows:

- 50% to the property owners directly benefiting from the sidewalk improvement, and
- 50% to the Municipality.

The installation of sidewalk is recognized to provide a benefit to the properties along both sides of the street, regardless of which side of the street the sidewalk is located on. Local improvement costs will therefore be proportioned equally between property owners on both sides of the street along the entire distance of the sidewalk installation. As a result, 25% of the total cost for the sidewalk installation works will be charged to each side of the street along the length of roadway where the sidewalk is being installed.

The Municipality's ability to respond to requests for sidewalk construction shall always be subject to available funding.

Sufficient local improvement petitions for sidewalks on local roadways which fail to meet warrant criteria or are identified as a lower priority can still be constructed at the discretion of Council. These projects shall be funded as a Local Improvement with 100% of the construction costs assessed to the directly benefiting property owners.

3.3.1 Capital Works Projects

The provision of sidewalks as part of existing arterial roads, collector or local road reconstruction projects, where sidewalks are warranted (as per *Section 3.4*) but do not currently

exist, will proceed as per the policy of Council. It is the policy of Chatham-Kent that funding for the sidewalk improvement will be as identified in Section 3.3.

The replacement of existing sidewalks as part of any capital road reconstruction project is considered maintenance with funding the responsibility of the proponent for the roadway reconstruction.

3.3.2 Snow Removal

Sidewalk snow removal shall be according to the municipal policy and standards as set out by Council and as amended from time to time for each community.

3.3.3 Public Consultation

Where sidewalk construction projects are proposed to proceed with funding from local improvement costs, public notice shall be distributed to the residents who will be affected by the sidewalk improvements and funding distribution.

3.4 Warrant Criteria for Sidewalk Installation

Warrants for the installation of a new sidewalk within Chatham-Kent's urban area shall be based upon roadway classification and traffic volumes, as identified in Section 3.4.1, and require a minimum 40% priority ranking as described in Section 3.5.

3.4.1 Roadway Classification

In accordance with the Municipality's Development Servicing Requirements, sidewalk requirements will be specific to the classification of the adjacent roadway.

Due to limited pedestrian use, a sidewalk is warranted on one side only of collector roads located within industrial areas, regardless of vehicle volume.

Sidewalk installation shall be warranted based upon roadway classification and traffic volumes, as per the warrant criteria outlined in **Table 1**.

Table 1: Sidewalk Warrant Criteria

SIDEWALK WARRANT	
Roadway Classification	Warrant
1. Urban Arterial	Sidewalk warranted on both sides of the roadway.
2. Urban Collector – Residential / Commercial Area	(a) Sidewalk warranted on both sides of the roadway if the average annual daily traffic is greater than or equal to 2500 vpd.
	(b) Sidewalk warranted on only one side of the roadway if the average annual daily traffic is less than 2500 vpd.
3. Urban Collector – Industrial Area	Sidewalk warranted on only one side of the roadway
4. Urban Local	(a) Sidewalk warranted on only one side of the roadway if; the average annual daily traffic is greater than or equal to 250 vpd, greater than 150 m in length or the roadway connects to an existing walkway, school or park.
	(b) Sidewalk not warranted on the roadway if the average annual daily traffic is less than 250 vpd, less than 150 m in length and the roadway does not connect to an existing walkway, school or park.

The warrant process for the installation of sidewalks is only applicable within the urban boundaries. Rural areas, located outside the urban boundaries may accommodate pedestrians by including paved or granular roadway shoulders, multiuse pathways or trails for pedestrian use.

3.5 Prioritization for Sidewalk Installation

The installation of warranted sidewalks shall be subject to the availability of municipal funding. Sidewalk construction projects, dependent on partial municipal funding, shall be completed at the discretion of Council, considering the priority ranking and allowing for opportunities to coordinate sidewalk installations with other planned area construction projects. Project priority will be established based on the following criteria and their relative weighting (points) identified in **Appendix A**.

The **Priority Ranking** for individual projects will be calculated as the sum of prioritization criteria weightings (points) expressed as the percentage of the total points potentially available.

3.5.1 Pedestrian Volumes

Priority will be given to locations with higher pedestrian volumes. Peak hour pedestrian volume counts shall be collected in a location selected as the area of greatest pedestrian traffic, in relation to known pedestrian generators. Counts should be conducted between the months of April to June or September to November, to appropriately represent peak pedestrian conditions resulting from seasonal variations and typical school terms. Vulnerable pedestrians, such as children, elderly or disabled persons shall be factored to reflect the equivalent of two pedestrians.

3.5.2 Vehicular Volumes

To reduce the potential for pedestrian/vehicle conflicts, priority will be given to locations with higher vehicular volumes. AADT (average annual daily traffic) volumes shall be collected/calculated. The volume data should be collected in close proximity to known pedestrian generators. The date of data collection should be within two calendar years of assessing the sidewalk warrant.

3.5.3 School Travel Planning Program

Priority will be assigned to Active and Safe Routes to School (ASRTS) identified by the Municipality's School Travel Planning (STP) program. Active and Safe Routes to School will be identified through the Active Communities Committee, however, the designation of an "Active and Safe Route to School" shall be subject to Council approval.

The designation of an "Active and Safe Route to School" is considered distinct from a school route in that an ASRTS:

- Typically represents a centralized corridor which provides direct neighbourhood access to an Elementary or Secondary School as opposed to access for individual streets.
- May provide access to a multiple number of schools.
- Recognizes the criteria utilized by the school boards for the busing of students and considers potential pedestrian demands.
- Considers the volume and posted speed limit of vehicular traffic along the corridor.

3.5.4 Transit Routes

Recognizing that each transit trip begins and ends as a pedestrian trip, priority will be given to establishing sidewalks along transit routes. Consideration will also be given to corridors within 200 metres of a transit route which serve as an access route to existing transit services.

3.5.5 Network Continuity

To maximize continuity and accessibility of the existing sidewalk network, priority will be given to establishing sidewalks in locations which will eliminate a missing link from the current sidewalk network. Consideration will also be given to locations that will extend the existing network by connecting to an existing sidewalk.

3.5.6 Pedestrian Generators

Priority will be given to the installation of sidewalks which will serve known pedestrian generators such as schools, community centers and parks. The pedestrians using these generators are known to be relatively more vulnerable and require heightened safety measures that sidewalks can provide. Priority shall also be given to locations that will connect established pedestrian facilities to the existing sidewalk system.

3.5.7 Alternative Routes

To maximize the benefit that could be achieved from the installation of an individual section of sidewalk, priority will be given to routes for which no suitable alternative route presently exists.

3.5.8 Roadway Illumination

To improve safety and reduce the potential for pedestrian/vehicle conflicts at night, consideration will be given to establishing sidewalks along corridors where roadway illumination is not provided.

3.6 Pedestrian Crossings

As the volume of pedestrian traffic increases in conjunction with the expansion of the sidewalk network, the Municipality will evaluate the need for additional pedestrian crossings to suitably accommodate these pedestrians. The Municipality will consider alternative traffic control measures to include:

- the designation of school crossings,
- installation of Intersection Pedestrian Signals (IPS),
- installation of Mid-block Pedestrian Signals (MPS), and
- signalization of an adjacent intersection and
- installation of pedestrian crossings (PXO'S),
- or as designated in Ontario Traffic Manual, Book 15.

Warrants for the provision of traffic signals will be evaluated consistent with the Ontario Traffic Manual. Recommendations for the most suitable traffic control measures will be provided to Council on a site specific basis.

APPENDIX A

**WEIGHTED SIDEWALK CONSTRUCTION
PRIORITIZATION CRITERIA**

Prioritization Criteria	Points (Weighting)
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Peak Hour Pedestrian Volume	<i>> 20</i>	20
	<i>5 to 20</i>	10
	<i>< 5</i>	0

Daily Vehicle Volumes	<i>> 5000</i>	20
	<i>1500 – 5000</i>	10
	<i>< 1500</i>	0

School Travel Planning (STP/ASRTS)	<i>Yes</i>	20
	<i>No</i>	0

Proximity to Transit	<i>Along Transit Route</i>	10
	<i>< 200 m</i>	5
	<i>> 200 m</i>	0

Network Continuity	<i>Removes a missing link</i>	10
	<i>Connects to existing S/W network</i>	5
	<i>Does not connect to existing S/W network</i>	0

Serves a Pedestrian Generator (School/Community Centre, etc.)	<i>Yes</i>	10
	<i>No</i>	0

Alternate Route Available	<i>No</i>	10
	<i>Yes</i>	0

Illumination	<i>No</i>	5
	<i>Yes</i>	0

Appendix B – Roads currently warranted for new sidewalk(s) in sidewalk priority matrix

Community	Road Name	Description	Road Class
Chatham	McNaughton Ave E	Victoria Ave. To Delaware Ave	Arterial
Chatham	Sandys St.	McNaughton Ave. to Montgomery Dr.	Arterial
Chatham	McNaughton Ave E	Taylor Avenue to CSX Railway	Arterial
Chatham	McNaughton Ave E	CSX Railway to Michener Rd.	Arterial
Chatham	McNaughton Ave E	Delaware Ave to Taylor Ave	Arterial
Chatham	King St. W	Crystal Dr. to Robertson Ave.	Collector
Wallaceburg	Murray St.	Wills St. to Roy St.	Arterial
Chatham	Gregory Dr. W.	St. Clair St. to Helen St.	Collector
Dresden	Park St.	North St. to Chandler St.	Collector
Chatham	Riverview Dr	Merritt Ave. to Keil Dr. S.	Collector
Chatham	Sylvester Dr.	Mud Creek Path to Daleview Cres (East Junction)	Collector
Chatham	Queen St.	Tissiman Ave. to Indian Creek Rd.	Arterial
Chatham	King St. W	607 King St. to Crystal Dr.	Collector
Wallaceburg	Margaret Av.	204 Margaret Ave. to Martin Park Rd.	Arterial
Blenheim	Marlborough St S	Catherine St. to Chatham St. S.	Arterial
Wallaceburg	McNaughton Ave	Reaume St. to Murray St.	Arterial
Bothwell	Main St.	Beech St. to Cherry St.	Arterial
Chatham	Cecil Ave	Souriquois St. to Queen St.	Collector
Chatham	Tweedsmuir Ave. E.	John St. to Park Lane	Collector
Wallaceburg	Dufferin Ave.	Bruinsma Ave. to Ontario Ave.	Arterial
Wallaceburg	Margaret Av.	Martin Park Rd. to Dora Drive (Pump Station)	Arterial
Chatham	McNaughton Ave W	Street of Dreams to Keil Dr.	Arterial
Chatham	St. Clair St.	Gregory Dr. to Maryknoll Rd.	Arterial
Tilbury	Queen St. S	Helen Street to 98 Queen St. S	Arterial
Chatham	Gregory Dr. W.	Orangewood Blvd. to Helen St.	Collector
Blenheim	Regent St.	Chatham St. to King St.	Local
Blenheim	Regent St.	King St to Parr St.	Local
Blenheim	Chatham St. S	Snow St. to 300 Chatham St.	Arterial
Tilbury	Mill St. W	Queen St. to Louise St.	Arterial
Wallaceburg	Murray St.	McNaughton Ave. to Wills St.	Arterial
Chatham	Gregory Dr. E.	St. Clair St. to Victoria Ave	Collector
Chatham	Baldoon Rd.	McNaughton Ave. W. to Lark St.	Collector
Wallaceburg	Dora Dr.	Margaret Ave. to Thomas Ave.	Collector
Chatham	Lacroix St.	Cecile Ave to Indian Creek Rd. W	Collector
Tilbury	Stewart St.	Queen St. to Cathcart	Collector
Chatham	Sylvester Dr.	Daleview Cres (East) to Tweedsmuir Ave. W.	Collector
Chatham	Victoria Ave	Jackson Dr. to McNaughton Ave.	Collector

Community	Road Name	Description	Road Class
Wallaceburg	Dora Dr.	Thomas Ave. to Hilda Ave.	Collector
Chatham	Oxley Dr.	St. Clair St. to Timmins Cr.	Collector
Grande Pointe	St. Philippes Line	Winterline Rd. to 7219	Collector
Blenheim	Little St.	Regent to Snow Ave	Local
Blenheim	Regent St.	Parr St. to Little St.	Local
Blenheim	Chatham St. S	Snow St. to 300 Chatham St.	Arterial
Blenheim	Marlborough St N	Park Alley to Nazarene Rd.	Arterial
Chatham	Park Ave. W.	Keil Dr. to Howard Rd.	Arterial
Chatham	Park Ave. W.	Keil Dr. to Howard Rd.	Arterial
Chatham	Riverview Dr.	Keil Dr. to Heritage Rd.	Arterial
Chatham	Riverview Dr.	Keil Dr. to Heritage Rd.	Arterial
Blenheim	Chatham St. N	Cathcart St. to Graham Street	Arterial
Wallaceburg	Dufferin Ave.	Ontario Ave. to 1934 Dufferin Ave. (Seniors Home)	Arterial
Dresden	North St.	Wrights St. to 1233 North St.	Arterial
Chatham	Richmond St.	Keil Dr. to Bloomfield Rd.	Arterial
Ridgetown	Main St. W.	Henry St. to 129 Main St.	Arterial
Chatham Twp.	McNaughton Ave	Prince Albert Rd. to 783 McNaughton Ave.	Arterial
Merlin	Middle Line	164 Aberdeen St. (cemetery) to 5771 Middle Ln	Arterial
Merlin	Middle Line	165 Aberdeen St (cemetery) to 5774 Middle Ln	Arterial
Chatham Twp.	Prince Albert Rd.	McNaughton Line to 23335 Prince Albert Rd.	Arterial
Wallaceburg	Elgin St.	Gordon St. to Dauw Ave. (South)	Collector
Chatham	Merritt Ave.	CAW Hall to Richmond St.	Collector
Wallaceburg	Thomas Ave.	Napier St. to Dundas St.	Collector
Wallaceburg	Thomas Ave.	Main St. to Napier St.	Collector
Wallaceburg	Thomas Ave.	Dora Dr. to Lillian St.	Collector
Thamesville	Wallace St.	Ball Park to Sherman St.	Collector
Thamesville	Wallace St.	Mary St. to Sherman St.	Collector
Thamesville	Wallace St.	Sherman St. to Longwoods Rd.	Collector
Grande Pointe	St. Philippes Line	Winterline Rd. to 7192 (Park)	Collector
Tilbury	Ella St.	School Crossing St. to Stewart St.	Collector
Chatham	Baldoon Rd.	Keil Dr. to Lark St.	Collector
Chatham	Cecil Ave	Lacroix St. to Souriquois St	Collector
Tilbury	Ella St.	Canal St. E. to Fort St.	Collector
Tilbury	Ella St.	Stewart St. to Henderson St.	Collector
Chatham	Gregory Dr. E.	Victoria Ave. to 104 Gregory Dr. E.	Collector
Tilbury	Stewart St.	Cathcart to Marble St. (Ball Park)	Collector
Tilbury	Stewart St.	Ella to Marble	Collector
Chatham	Tweedsmuir Ave. E.	Meadowlea Rd. to John St.	Collector

Community	Road Name	Description	Road Class
Chatham	Victoria Ave	Gregory Dr. to Jackson Dr.	Collector
Chatham	Keil Dr. N	McNaughton Ave. to Baldoon Rd.	Arterial
Chatham	Keil Dr. N	McNaughton Ave. to Baldoon Rd.	Arterial
Tilbury	Mill St. E.	Dufferin St. to Victoria St.	Arterial
Chatham	Riverview Dr.	Heritage Rd. to Irwin St	Arterial
Chatham	Riverview Dr.	Heritage Rd. to Irwin St	Arterial
Chatham	Grand Ave. W	Keil Dr. to 1010 Grand Ave. W.	Arterial
Chatham	St. Clair St.	Crerar Dr. to Brown Drain	Arterial
Chatham	St. Clair St.	Gregory Dr. to Brown Drain	Arterial
Blenheim	Talbot St. E	Forsyth Dr. to Pook Rd	Arterial
Charing Cross	Charing Cross Rd.	21119 Charing Cross Rd. to Middle Line	Arterial
Wallaceburg	Elgin St.	Gordon St. to Dauw Ave. (North)	Collector
Mitchell's Bay	Main St.	West Limit to Keller St.	Collector
Mitchell's Bay	Main St.	West Limit to Keller St.	Collector
Chatham	Merritt Ave.	King St. W to Richmond St.	Collector
Chatham	St. Michael Ave.	Sylvester Dr. to Indian Creek Road W	Collector
Dresden	Park St.	Chandler St. to Fuller St.	Collector
Chatham	Sylvester Dr.	St. Michael Ave. to Mud Creek Path	Collector
Chatham	Holland Ave	St. Michael Ave to westerly limit (School)	Local
Chatham	Bloomfield Rd.	Park Ave. to Frances Ave.	Arterial
Raleigh	Queen's line	Bloomfield Rd to 7715 Queens Line	Arterial
Raleigh	Queen's Line	Bloomfield Rd to 7738 Queens Line	Arterial
Tilbury	Mill St. W	25 Mill St. to 55 Mill St.	Arterial
Chatham	Charing Cross Rd.	Indian Creek Rd. to Devon Dr.	Arterial
Blenheim	Chatham St. N	Graham Street to Allison Line	Arterial
Chatham	Grand Ave. E	Taylor Avenue to Michener Rd	Arterial
Chatham	Grand Ave. E	Van Allen to Taylor Avenue.	Arterial
Tilbury	Mill St. E.	59 Mill St. E. to 3725 Queen's Line	Arterial
Tilbury	Mill St. E.	Dufferin St. to Victoria St.	Arterial
Ridgetown	Erie St. N	Tecumseh St. to 64 Erie St. N.	Arterial
Ridgetown	Erie St. N	Brant St. to 79 Erie St. N	Arterial
Chatham Twp.	McNaughton Ave	Prince Albert Rd. to 860 McNaughton Ave.	Arterial
Pain Court	Pain Court Line	Winterline Rd. to 7062 Pain Court Line	Arterial
Pain Court	Pain Court Line	Winterline Rd. to opposite 7062 Pain Court Line	Arterial
Wallaceburg	Base Line	Gillard St to Murray St	Arterial
Wallaceburg	Base Line	Gillard St to Murray St	Arterial
Bothwell	Elm St.	361 Elm St. to Zone Centre Line	Arterial
Bothwell	Main St.	Cherry St. to 859 Main St.	Arterial

Community	Road Name	Description	Road Class
Merlin	Erie St. N.	21187 Merlin Rd. (school) to 30 Erie St. N	Arterial
Thamesville	Wallace St.	Edith St. to Mary St.	Collector
Thamesville	Wallace St.	Jane St. to Edith St.	Collector
Wallaceburg	Dora Dr.	435 Dora Dr. to West Limit	Collector
Wallaceburg	Albert St.	Franklin Ave. to Brownlee Cres.	Collector
Wallaceburg	Albert St.	Reaume St. to Franklin	Collector
Wallaceburg	Albert St.	Edwy St. to Reaume	Collector
Wallaceburg	Albert St.	Duke St. to Earl St.	Collector
Wallaceburg	Albert St.	Queen St. to Duke St.	Collector
Wallaceburg	Albert St.	Bruce St. to King St.	Collector
Wallaceburg	Albert St.	Wallace St. to Bruce St.	Collector
Wallaceburg	Dora Dr.	Hilda Ave. to Sandra Cr.	Collector
Wallaceburg	Elgin St.	Francis St to Dauw Ave. (South)	Collector
Wallaceburg	Elgin St.	Forhan St. to Francis St.	Collector
Wallaceburg	Thomas Ave.	Dundas St. to Dora Dr.	Collector
Chatham	Holland Ave	St. Michael Ave to #55 Holland Ave	Local