



City of
Peterborough

To: Members of the Committee of the Whole

From: W.H. Jackson, Director of Utility Services

Meeting Date: June 19, 2017

Subject: Report USTR17-015
Update on Cycling Network Implementation

Purpose

A report to provide an update on the implementation of the Cycling Network approved as part of the 2012 Comprehensive Transportation Plan and to recommend an update to the Cycling Network.

Recommendations

That Council approve the recommendations outlined in Report USTR17-015 dated June 19, 2017, of the Director of Utility Services, as follows:

- a) That Council receive the presentation on the Cycling Network by the City's Transportation Demand Management Planner, for information;
- b) That staff include an update to the Cycling Network shown in the 2012 Comprehensive Transportation Plan in their work program for 2018; and
- c) That \$300,000 be included in the Draft 2018 Capital Budget to fund the Cycling Network Update project.

Budget and Financial Implications

While much of the work to update the Cycling Network will be co-ordinated using in-house staff resources, consultant resources will also be required to assist with many of the technical aspects of the update including the functional planning, preliminary design, and public consultation for roadways expected to be reconstructed in the near future, requiring a budget of approximately \$300,000.

It is expected that this pre-planning for each corridor in an integrated fashion will streamline the design process for Engineering Staff by reducing the time required for assessment of alternative designs on a project by project basis.

Background

The 2012 Comprehensive Transportation Plan provides a framework to support the growth of Active Transportation and includes recommendations for policy, programs and infrastructure. The vision for active transportation as stated in the Plan is:

“The City of Peterborough prioritizes active modes of transportation through policies, infrastructure and programs that foster a cycling and pedestrian network with a high degree of connectivity, safety and local context sensitivity.”

General

In addition Council, meeting as Committee of Whole on March 27, 2017 requested the following resolution,

“That staff prepare a report and presentation to Council on the cycling and trails portion of the Transportation Master Plan.”

A lack of cycling infrastructure is the largest single barrier stopping people from cycling who would like to do so. To realize a cycling network that has a high degree of connectivity and safety, the Cycling Network depicted in the 2012 Comprehensive Transportation Plan (Appendix A) was developed in consultation with local cycling groups and stakeholders, and consists of 95 projects plus upgrades to some cycling infrastructure that existed at the time. The recommended network includes both off-road and on-road facilities. Off-road facilities are typically multi-use trails while on-road facilities can include signed routes, cycling lanes, protected cycling lanes and separated paths in the road right-of-way.

The Cycling Network balances the needs of both recreational and utilitarian cyclists, accommodating a diverse group of users with varying fitness level, skill and comfort in traffic. In general, the proposed Cycling Network is denser in the downtown core,

reflecting the higher rates of cycling in the downtown, but links are provided across all areas of the City to provide access to key destinations and neighbourhoods.

Implementation of the Cycling Network was planned to occur over a 20+ year period and annual funding is included in the capital budget for cycling projects plus project specific funding is included in most road reconstruction projects where cycling infrastructure has been recommended.

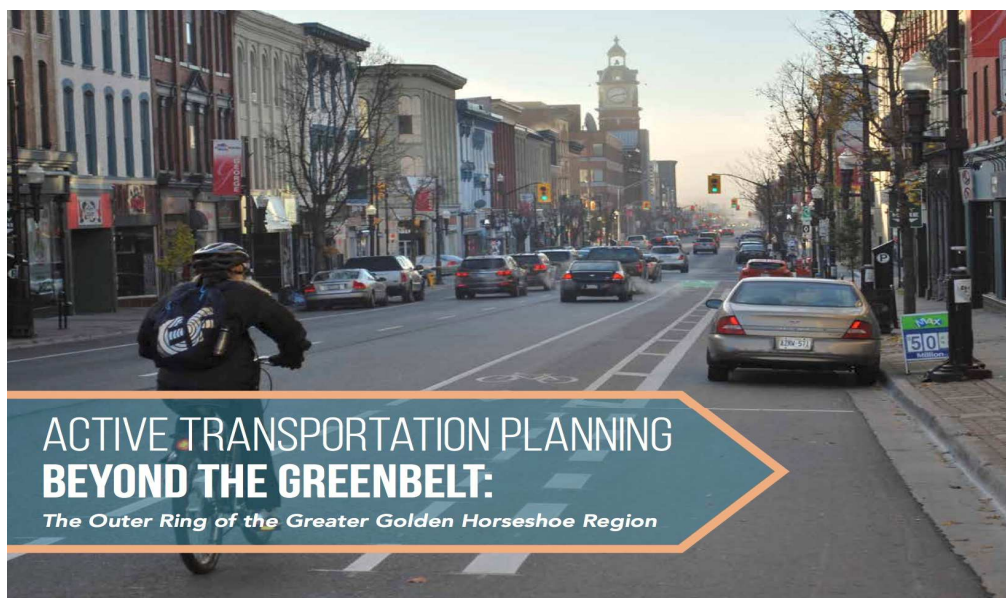
A “Bicycle Friendly” Peterborough

The City was recently designated as a Silver Bicycle Friendly Community by Share the Road, one of the leading cycling organizations in Ontario. The evaluation process for the designation is comprehensive and standardized. Recent local initiatives that contributed to the upgrading of the City’s bicycle friendly status from Bronze to Silver included:

- New cycling infrastructure, including the recent reconstruction projects on Ashburnham Drive and Brealey Drive that adhered to the Complete Streets design approach
- The programming carried out by Peterborough Moves (a partnership of GreenUP, BIKE, Public Health and the City); and,
- The work of the Peterborough Bicycle Advisory Committee.

In addition, the Brealey Drive reconstruction and the George Street buffered cycling lane projects have been featured in recent complete streets and active transportation publications in the Greater Golden Horseshoe. Figure 1 shows the cover of the most recent publication of the Toronto Centre for Active Transportation, which prominently features the George Street cycling lane project.

Figure 1: Active Transportation Planning Beyond the Greenbelt – Report Cover



Cycling Network Implementation Since 2012

Map 1, below, shows the approved Cycling Network, including the cycling infrastructure that has been implemented since the Transportation Plan was approved in 2012. Table 1 summarizes the length of the network in 2012, the current network and the ultimate network reflected in the 2012 Transportation Plan, by type of facility.

In the first four years of Cycling Network implementation, 16 % (21 km of the 130 km) of the Network has been constructed. According to the Plan, over the next 15+ years, another 106 km of cycling infrastructure would need to be implemented. This equates to an average of 7 km of new facilities per year if the network were to be completed by 2032 as originally envisioned. In each of the last two years, 5 km of new cycling facilities have been built.

Table 1: Cycling Network Implementation

	2012 Network (km)	Current Network 2016 (km)	Recommended Network (km)
On-Road (cycling lanes, protected cycling lanes, signed routes)	15	33	97
Off-Road (multi-use trails, paths adjacent to roads)	38	41	86
Total	53	74	183

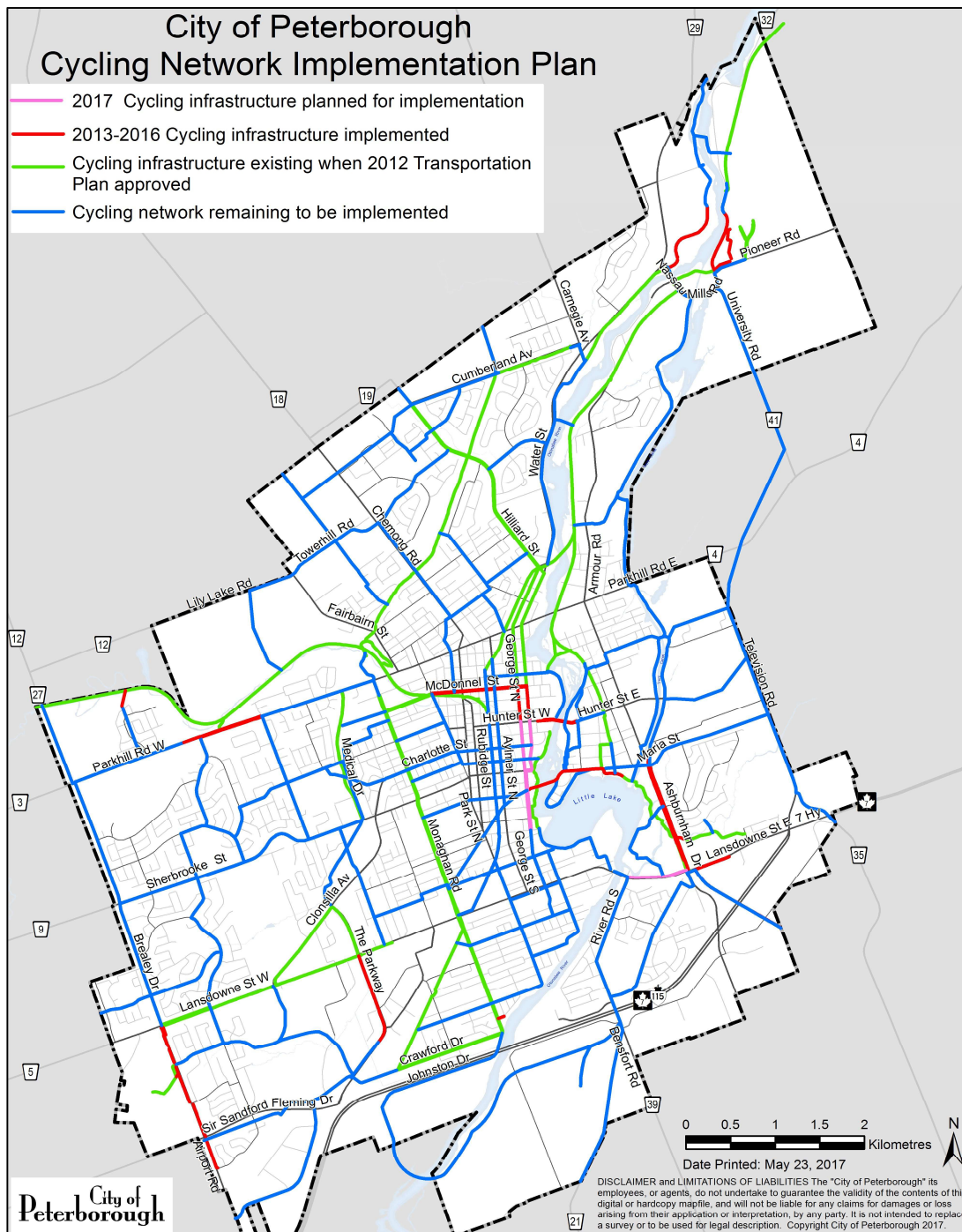
The ultimate network is comprised on on-road and off-road facilities. Off-road facilities are typically constructed as multi-use trails located either along former rail corridors, in parks, or adjacent to roadways. In the case of on-road facilities, the Cycling Network does not provide an indication of the type of facility recommended (e.g. shared-use facilities, cycling lanes, protected cycling lanes, etc.). The Transportation Plan recommended that the facility type be determined at the time of implementation, once a detailed assessment has been made of the physical and operational characteristics of the corridor. In this way, the City is assured of implementing the most appropriate facility type for the corridor in question.

In addition to the expansion of the Cycling Network, the Plan identified five locations where existing cycling infrastructure needed to be upgraded. Three of these projects have been completed, including the cycling lanes on George and Water Street between McDonnell Street and Hilliard Street and the CP Rail Bridge by the Holiday Inn.

The other corridors recommended for upgrades to existing infrastructure include the multi-use paths along the side of Clonsilla Avenue and Lansdowne Street West. Work

on these projects has not yet been initiated and will likely be coordinated with future roadway reconstruction projects.

Map 1: Approved Cycling Network and Implementation



Cycling Projects in the Planning and Implementation Stage

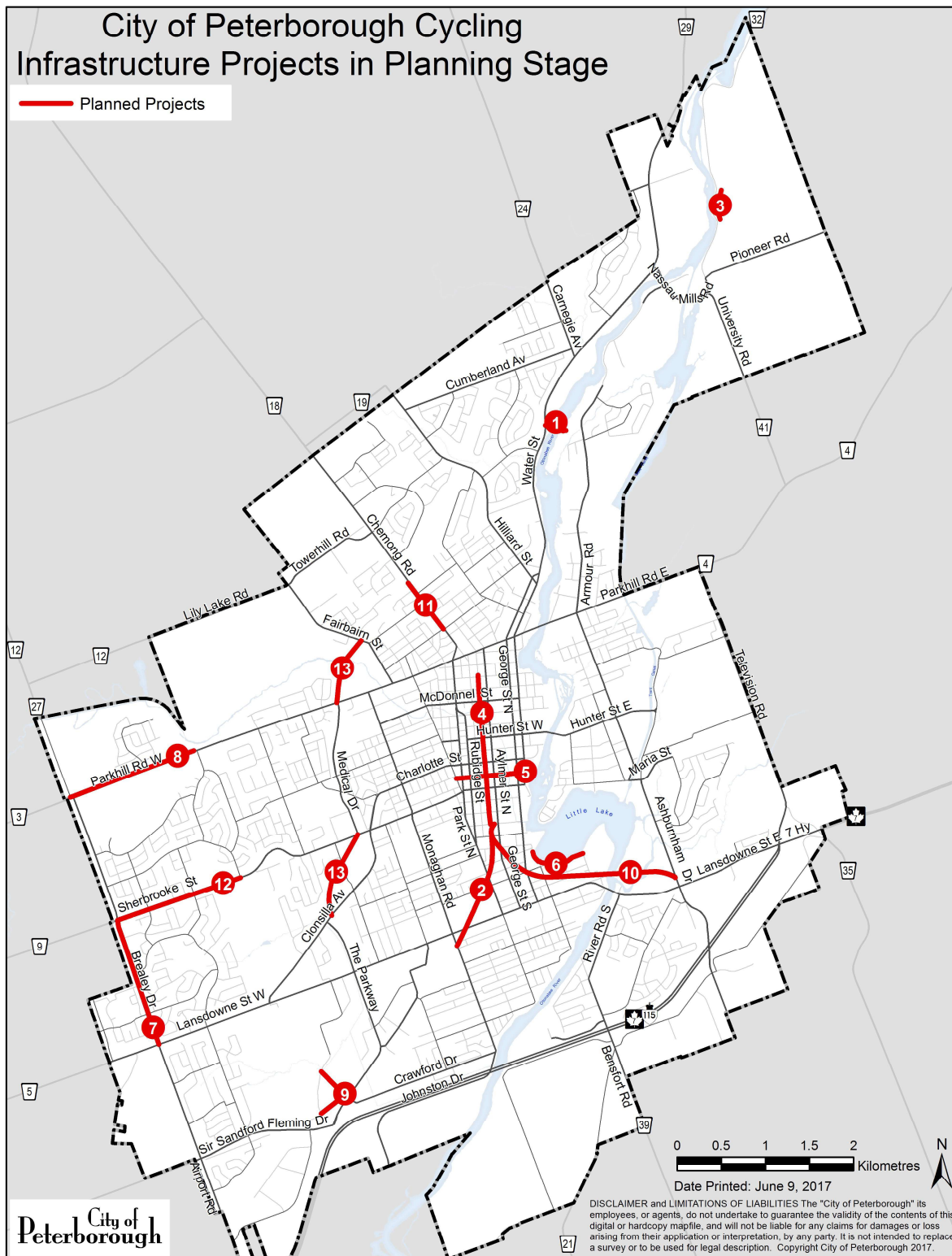
In addition to the recently completed projects, there are a number of cycling projects that are currently in the planning, design or implementation stage

One of the Town Ward participatory budget projects includes a Demonstration Project for a Protected Cycling Lane on George Street, between London Street and McDonnell Street. The project was completed in May 2017 and includes planters, rubber curbs and flexible bollards located in the painted buffer zone to provide enhanced protection and separation for cyclists. The project will include a follow up evaluation to determine the effectiveness of this low cost treatment in enhancing the rider experience and attracting new cyclists.

In terms of new infrastructure, Table 2 provides a summary of 2017 projects illustrated on Map 1 that are currently being implemented. Approximately 3.7 km of new cycling infrastructure is being implemented as part of 2017 construction work.

Table 2 – Cycling Infrastructure Projects Being Implemented in 2017

	Project	Description	Length (km)
1	George Street – Hunter Street to Lake Street	Between Hunter Street and Sherbrooke Street, cycling lanes will be incorporated into the existing street layouts. South of Sherbrooke Street, the existing four lanes will be converted to 2 vehicle lanes, a center left turn lane, and on road cycling lanes, with enhanced pedestrian crossings and refuge islands. \$325,000 of Provincial funding is being provided.	1.4
2	Water Street – Hunter Street to Sherbrooke Street	Cycling lanes will be incorporated into the existing street layout.	0.6
3	Sherbrooke Street – George Street to Water Street	An eastbound cycling lane will be provided on the south side of the street. A westbound protected cycling lane will be provided on the north side of the street, along with the City's first bicycle traffic signal.	0.1
4	Pioneer Road – Nassau Mills Road to Trent Research Park	A multi-use path will be provided on the north side of the street	1.0
5	Lansdowne Street – River Road to Ashburnham Drive	A multi-use path will be provided on the south side of the street	0.6
	Total		3.7

Map 2: Cycling Projects in Planning Stage

Beyond the projects currently under construction, a number of cycling projects are currently in the active planning stage, as illustrated in Map 2. These future projects will either be implemented in conjunction with planned roadway reconstruction projects or as separate initiatives as funding becomes available. Table 3 summarizes the extent of these projects and anticipated implementation date, subject to confirmation of capital funding allocations in future budgets. Some of the projects identified in Table 3 may be longer term projects, where the completion of detailed planning is being undertaken now in order to better define future capital budget requirements and position the projects for potential federal / provincial cycling infrastructure funding opportunities that may arise.

Table 3 – Cycling Infrastructure Projects in Planning Stage

	Project	Description	Length (km)	Anticipated Implementation
1	Otonabee River Crossing at Zoo Hydro Dam	Staff are working to determine the feasibility of providing a cantilevered multi-use trail bridge on this existing dam to connect the zoo with the Rotary Greenway Trail.	0.5	Not yet determined
2	Crawford Trail	Design underway for extension of the Crawford Trail along former CP Rail corridor between Monaghan Road and Townsend Street to link with the Bethune Street project	1.4	2018
3	Rotary Greenway Trail	Extension of Multi-Use Path along Nassau Mills Road from Gzowski College to existing trailhead just north of Eastbank Drive	0.3	2018
4	Bethune Street	New Cycling Track being implemented as part of Bethunescape Project from just south of Dublin Street to Townsend Street	1.6	2018-2020
5	King Street	Planning will begin in 2018 for a new protected cycling facility on King Street between Charlotte Street / Park Street and Millennium Park	1.0	Not yet determined
6	Crescent Street	New Cycling Track to be implemented between Del Crary Park and Haggart Street in conjunction with one-way Crescent Street. Environmental Assessment Completed – Implementation subject	1.0	Not yet determined

	Project	Description	Length (km)	Anticipated Implementation
		to funding		
7	Brealey Drive	New Multi-use path and on road buffered cycling lanes between Lansdowne Street and Sherbrooke Street	1.5	2020
8	Parkhill Road West	New Multi-use path on north side of road from west of Ravenwood Drive to Brealey Drive / Ackison Road	1.4	2019-2020
9	Harper Road / Crawford Drive	New Multi-use path on west side of Harper Road from CP Rail line to the Parkway, New Multi-use trail along former Crawford Drive between Harper Road and MTO Carpool Lot	0.8	2019
10	CPR East Rail Trail	New Multi-use trail along former CP Rail corridor from Bethune Street at Townsend Street to Ashburnham Drive, including new trail bridge crossing of Otonabee River	2.3	Not yet determined
11	Chemong Road	A new multi-use trail will be provided along the west side of Chemong Road between Wolsely Street and the Parkway Trail as part of reconstruction.	0.7	2020
12	Sherbrooke Street	New on-road bicycle lanes planned as part of Sherbrooke Street Environmental Assessment, from Glenforest Boulevard to Brealey Drive	1.5	2021
13	Parkway Corridor	A multi-use trail has been proposed along the entire corridor. New sections include the portion between Clonsilla Avenue and Sherbrooke Street, and the portion between Parkhill Road and Fairbairn Street.	1.8	Not yet determined
	Total		15.8	

Discussion of Next Steps

Deferral of the Downtown Cycling Master Plan

The 2012 Comprehensive Transportation Plan recommended the City undertake a Downtown Cycling Study as one of the follow up actions necessary to assist in implementation of the Cycling Network. At the time, it was felt that the downtown was the area with the highest demand for use of the road right-of-way, the greatest number of conflicts for right-of-way space, and the highest demand for cycling infrastructure. A Downtown Cycling Study was seen as the next step in the network development process, where the most challenging and constrained cycling corridors could be addressed in greater detail to identify facility types and implementation priorities.

Since completion of the 2012 Comprehensive Transportation Plan, staff have instead responded to opportunities to implement the Cycling Network as they have arisen, and most of the opportunities have come in conjunction with either large infrastructure projects or road resurfacing and rehabilitation projects. This trend, given the economies of scale, represents a cost effective approach to implementing the Cycling Network and respects the reality of staff resource and capital budget constraints that limit the number of projects that can realistically be delivered in any one year.

With the current cycling projects being implemented in the downtown, combined with the large infrastructure projects currently being planned in the downtown, the City will have a number of key downtown cycling infrastructure links in place within the next 5-7 years. While there are other needs for cycling infrastructure in the downtown, there is perhaps a greater need to update the plan and pursue new connections in other areas of the City, and to realign the implementation priorities to better align with upcoming infrastructure projects. As a result staff believe the development of a Downtown Cycling Master Plan could be deferred in favour of a general update to the City-wide Cycling Network.

Need to Update the City-Wide Cycling Network

Since the completion of the 2012 Comprehensive Transportation Plan there have been a number of changes to the planning framework, and the standards and best practices for the design of cycling infrastructure. New trail opportunities have been identified as a result of strategic purchases of abandon CP Rail corridors, new growth areas are emerging, and the evolution of current corridor planning activities has resulted in changes to the role various corridors can and will play in supporting the overall cycling network. These changes, as discussed below, warrant an update to the Cycling Network.

1. Updated Planning Context

In 2016, the Greater Peterborough Area Climate Change Action Plan and Vision 2025, the City's roadmap for recreation, arts and culture for the next ten years, were

approved. Both of these plans identify strong community interest in accelerating the implementation of the Cycling Network.

For Vision 2025, extensive consultations were conducted with many groups and individuals. Amongst the various activities that groups and citizens were asked to rank in terms of their level of interest, trails and cycling were the first and second priorities identified by Peterborough residents by a wide margin. One of the key initiatives in the Climate Change Action Plan is to encourage a mode share shift to walking and cycling as a means to reduce emissions from the transportation sector.

On April 24 2017, Council approved Report PLPD17-022 recommending a process to move forward to complete the Official Plan Update, with a target for completion by September 2018. One of the schedules incorporated into the Official Plan is Schedule B(a), which identifies the Bikeway Network across the City. The current Schedule B(a) is not consistent with the Cycling Network in the 2012 Transportation Plan, nor is it consistent with some of the emerging cycling network opportunities that have arisen over the past few years. Connections to new development areas not envisioned or fully conceived when the Cycling Network was last updated can be examined, including the Carnegie, Lily Lake, Liftlock and Coldsprings Planning Areas, and the Trent Research Park. This review would allow for recommended infrastructure links and cycling corridors to be identified for future protection as part of the Official Plan Update process.

Discussions have been ongoing with Parks Canada over the past year as they have embarked on an extensive capital upgrade program for the infrastructure along the Trent Severn Waterway. In conjunction with upgrades to a number of the structures and dams along the canal, Parks Canada has expressed an interest in formalizing and improving a number of the informal walking trails that have evolved along the canal over the past years. To take advantage of this opportunity, trail connections between the City trail and cycling network and potential new trails along and across the Trent Canal could be examined and identified.

Updating the overall Cycling Network for the City will bring these various plans and opportunities into alignment so that the City will have a consistent long term plan to guide future decision making.

2. Evolving Design Standards for Cycling Infrastructure

Since the 2012 Comprehensive Transportation Plan was approved, design standards for cycling infrastructure have evolved significantly. As various cycling lane projects have been implemented in the City over the past 5 years, much has also been learned about the type of infrastructure preferred by cyclists and the implications and trade-offs that come with implementing various types of cycling infrastructure within constrained corridors.

The leading trend that will impact the development of new cycling infrastructure the most is the movement towards provision of physical separation between vehicles and cyclists wherever feasible. Surveys indicate that the majority of people in Ontario would

like to cycle more, but they are afraid to do so due to potential collisions with vehicles. These same surveys found that many respondents cycle more often if protected infrastructure is provided. This is a trend that is being experienced across North America, and has led to the rewriting of many cycling facility design manuals.

The fact that Peterborough's Cycling Network does not specify the type of cycling facility for each corridor allows it to respond nimbly to these new approaches, but the lack of definition for the type of facility best suited in each context results in the need to complete this conceptual planning work at the initiation of the design process for each project. In many cases, large capital projects with funding from provincial or federal infrastructure programs often have strict completion deadlines associated with the funding which makes it difficult to allow sufficient time to undertake consultation with stakeholders and complete a thorough review and evaluation of the benefits and trade offs of various cycling design options while adhering to project delivery time constraints.

To improve upon the current process for planning new cycling infrastructure in conjunction with future capital projects, a scan of projects planned in the next five to seven years will be conducted. For these corridors, community engagement along with technical evaluations and concept designs will be completed with the goal of creating preferred design concepts for each of these future projects. Having the preferred design concept established in advance of the detailed design project starting should improve the project delivery process and allocation of design resources; will allow for improved consultation and decision making during the upfront planning process; and may be helpful when applying for external funding as part of future infrastructure programs.

3. Update Priorities and Implementation Schedule

The Update of the Cycling Network will include a re-evaluation of the implementation schedule and the prioritization of various cycling network projects. With new projects on the horizon and some delayed, the target implementation timeframe for each project will be examined for feasibility and priority within the network. The update will also identify opportunities to grow the network faster in light of the interest in cycling infrastructure and trails expressed in recent community based planning processes. This review and update will also assess the current capital budget allocations for cycling network implementation and opportunities for federal and provincial funding programs.

Funding the Cycling Network

Over the past 5 years, capital funding of approximately \$500,000 per year (indexed for inflation) has been included in the USD budget for implementation of multi-use trails and cycling network projects across the City. The Planning Department budget has also typically included annual capital funding of \$250,000 for trail development along with some project specific funding for larger projects that include trails or other cycling infrastructure (i.e. Otonabee River Trail / Crescent Street). In addition to this dedicated funding, approximately 4-6% of the average capital budget for various road

reconstruction projects completed in 2015 and 2016 has been used to provide infrastructure to support cycling and active transportation.

In 2016/2017 the City received \$325,000 in provincial funding to advance the cycling lane project on George Street, between Hunter Street and Perry Street, which is scheduled for construction this coming summer. The Province recently announced \$50 million in new cycling infrastructure funding in the 2017 budget as part of its 5 year Climate Change Action Plan. Staff will apply for project funding as opportunities arise, targeting projects that will provide the highest return on investment and provide the most critical links in the Cycling Network. An updated Cycling Network plan along with the completion of concept designs for some of the early projects identified in the plan will position the City to seek external funding when details of the program are announced.

SUMMARY

The Cycling Network approved in the 2012 Comprehensive Transportation Plan identified 183 km of cycling infrastructure comprised of 95 projects. When the Plan was approved, the existing Cycling Network was 53 km. In the first four years of implementation, 21 km (16%) of the network has been implemented, bringing the existing network to 74 km.

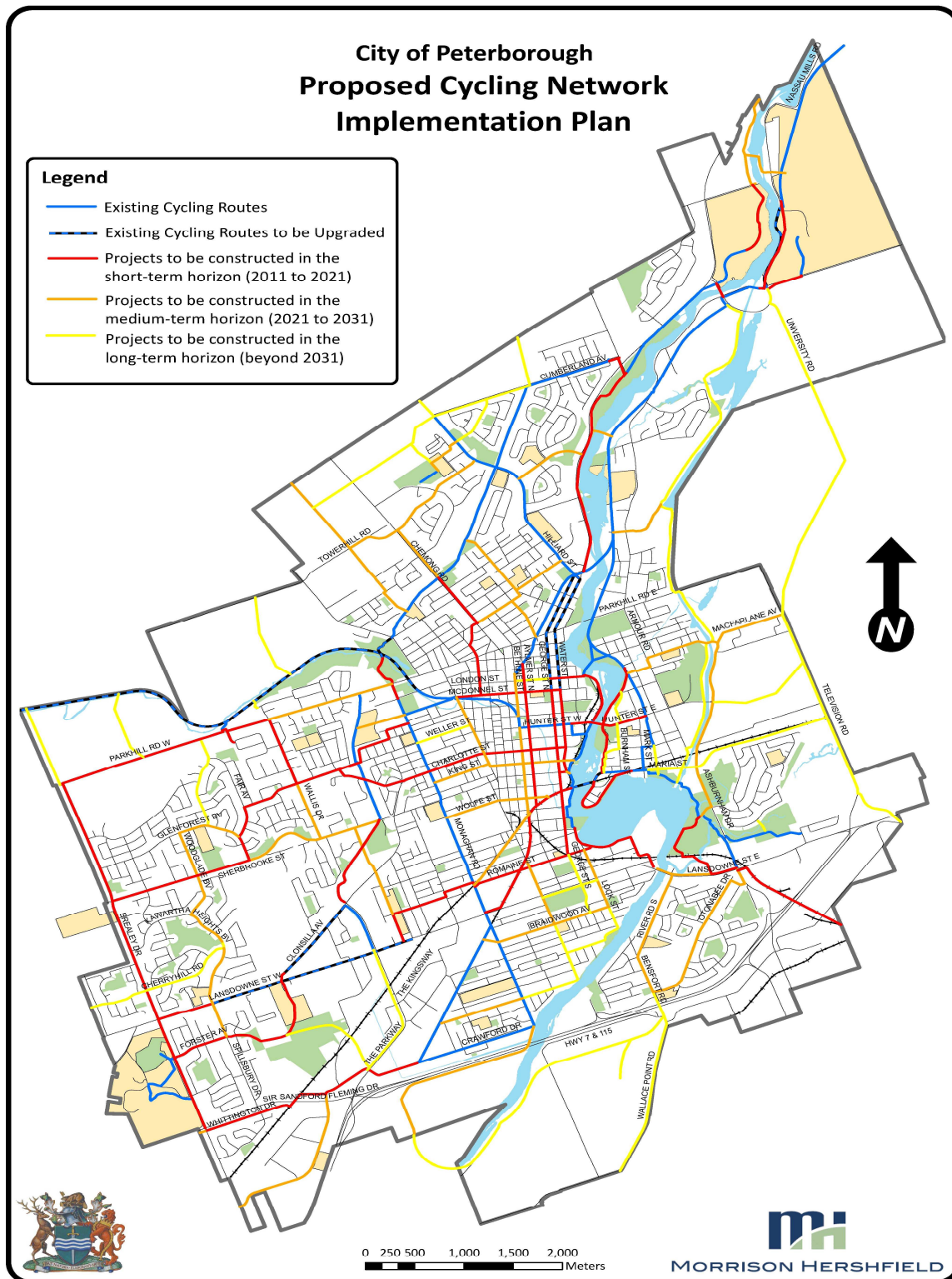
An update to the Cycling Network is proposed so that it reflects changes to and growth in the community and new opportunities for cycling infrastructure. The update will re-evaluate the implementation schedule and develop design concepts for upcoming City capital projects that involve future reconstruction of roads to improve upon the project delivery approach for these larger infrastructure projects.

Submitted by,

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Attachments:
Appendix A: Ultimate Cycling Network
Appendix B: Cycling Network Implementation Status

Appendix A: 2012 Transportation Plan - Recommended Cycling Network

Appendix B Cycling Network Implementation Status

Project Number	Description	Project Completion	Status
1	Aylmer Street, London Street to Wolfe Street		
2	Beavermead Park Path		
3	Brealey Drive, Sir Sandford Fleming Drive to Parkhill Road West		30% completed
4	Charlotte Street, Hospital Drive to Water Street		
5	Chemong Road Connector, McDonnel Street to Chemong Road		
6	Chemong Road, Wolsely Street to the Parkway		EA completed, design underway
7	Crawford Rail Trail Extension to Downtown		design underway
8	Fleming College Connection, Brealey Drive to Crawford Rail Trail		
9	Fleming College Connection, Forster Avenue to Clonsilla Avenue		
10	George Street, McDonnel Street to Braidwood Avenue		10% completed, another 50% planned for 2017
11	Goodfellow Road, Lansdowne Street to Street Mary's Street		
12	Hospital Drive, Weller Street to Charlotte Street		
13	Hunter Street Bridge	2013	completed
14	Jackson Park Entry Path		
15	Lansdowne Street East. to Trans Canada Trail		River Road to Ashburnham Drive underway
16	Lansdowne Street West, Brealey Drive to Spillsbury Drive	2012	completed
17	Little Lake Trail, Del Crary Park to Lansdowne St Bridge		EA completed
18	London Street, George Street to London Street footbridge		

19	McDonnel Street, Park Street North to Water Street	2015	completed
20	Monaghan Road, Middleton Drive to Parkhill Road		
21	Nassau Mills Road bridge crossing		EA underway
22	East City river connection, Hunter Street to London Street footbridge		
23	Nicholls Oval Waterfront path, Maria Street to Hunter Street		50% completed
24	Parkhill Road Stage 1 - Brealey Drive to Wallis Drive	2016	30% completed
25	Parkway Trail, Clonsilla Avenue to Weller Street		30% completed
26	Pioneer Road, Nassau Mills Road to Trent University	2017	Under construction
27	Quaker Park Trans Canada Trail connection		
28	Trans-Canada Trail, Ashburnham Drive to City Limits	2015	completed
29	Riverview Park and Zoo Trail (along Water Street)		
30	Riverview Path		
31	Romaine Street, Arthur Avenue to Crescent Street		
32	Rotary Greenway Trail, Nassau Mills Road to Pioneer Road	2016	80% completed
33	Sherbrooke Street Stage 1 - Brealey Drive to Glenforest Boulevard		EA completed
34	Wallis Drive Stage 1 - Parkhill Road to Weller Street		
35	Water Street, McDonnel Street to Sherbrooke Street		Implementation planned for 2017
36	Waterfront Trail - Burnham Point		
37	Weller Street Connector		
38	Ashburnham Drive, Trans Canada Trail to MacFarlane Avenue		completed - 50%

39	Avonlea Development path		
40	Barnardo Park connection to Trans Canada Trail		
41	Bensfort-River Road connection to Lansdowne Street East		
42	Benson Avenue, Parkhill Road to Wolsely Street		
43	Bethune Street, Rail Trail to Rotary Greenway Trail		design underway
44	Braidwood Avenue, Crawford Rail Trail to Lock Street		
45	Cameron Street, Crawford Rail Trail to Monaghan Road		
46	Chemong Road, Parkway Trail to Towerhill Road		
47	Connector - Rotary Greenway Trail to Trent Canal Trail		
48	Fisher Drive, Sir Sandford Fleming Drive to City limits		
49	Glenforest Boulevard, Woodglade Boulevard to Fair Avenue		
50	Goodfellow Road, Street Mary's Street to Sherbrooke Street		
51	Hillview Drive path		
52	Johnston Drive, City limits to Crawford Drive		
53	Kawartha Heights North-South connector		
54	King Street, Monaghan Road to Trans Canada Trail		
55	Lansdowne Street bridge		
56	Lock Street, Braidwood Avenue to Romaine Street		
57	Marina Boulevard, Hilliard Street to Water Street		
58	McFarlane Street East-West connector to waterfront		
59	Nassau Mills bridge crossing at lock		

60	Otonabee Drive, Bensfort Road to Lansdowne Street East		
61	Park Street North, King Street to McDonnel Street		
62	Park Street South, Braidwood Avenue to Crawford Road extension		
63	Parkhill Road Stage II - Wallis Drive to Monaghan Road		
64	Pedestrian and cycling bridge, Rotary Greenway Trail to Riverview Trail		Initiated
65	Rail Trail, Monaghan Road at Romaine Street to Crawford Rail Trail		
66	Riverview Trail, Woodland Drive to City limits		
67	Sherbrooke Street Stage II - Glenforest Boulevard To Parkway Trail		
68	Street Peter's Secondary School Trail		
69	Towerhill Road, Hillview Drive to Hilliard Street		
70	Wallis Drive Stage II - Weller Street to Sherbrooke Street		
71	Wolsely Street, Hilliard Street to Chemong		
72	Wolfe Street, Trans Canada Trail to Park Street		
74	Cameron Street connection to Lock Street/Braidwood Avenue		
75	Cherryhill Road, City limits to Kawartha Heights Boulevard		
76	Cold Springs Development paths and on-street connections		
77	Driscoll Terrace, Hunter Street to Douro Street		
78	East City North-South connector		
79	Franklin Drive, Hilliard Street to Cumberland Avenue		

80	Cumberland neighbourhood connector		
82	Harper Park link to Parkway Trail		
83	Jackson Growth Area trail connection		
84	Liftlock Development paths		
85	Lily Lake growth area		
86	London Street, Bethune Street to London Street footbridge		
87	Park Street South, McKellar Street to Brioux Avenue		
88	Parkway Trail extension - Lansdowne Street to Sir Sandford Fleming Drive		80% complete
89	R.A. Morrow Memorial off-road path		concept design completed
90	Ravenwood Drive, Glenforest Boulevard to Parkhill Road West		
91	Rotary Greenway Trail extension to Trans-Canada Trail		
92	Trans Canada Trail connector, Hunter Street to Engleburn Avenue		
93	Trent Canal Trail		
94	Weller Street, Monaghan to Park Street North		
95	Willowcreek Trail connector		
96	Roper Park Link to Parkhill Road		
A	George Street existing cycling lanes	2016	completed
B	Water Street existing cycling lanes	2016	completed
C	Trans-Canada Trail - Roger's Cove to train bridge	2016	90% complete