



Appendix P – Cycling Network Implementation Plan and Costing



| Cycling Facility Recommendations - Short-Term (0 - 5 Years) | | | | | | | | |
|---|----------------------------------|----------------------------------|--------|------------------|-------------|------------------------------|-------------|------------|
| Road Name | From | To | Owner | Current Facility | Status | Recommended Facility Type | Length (km) | Cost |
| PARKINSON RD | SPRINGBANK AVENUE | NORWICH AVENUE | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 1.2 | \$ 327,823 |
| PARKINSON RD | FINKLE STREET | NORWICH AVENUE | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 1.2 | \$ 324,692 |
| PARKINSON RD | MILL STREET | FINKLE STREET | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.7 | \$ 185,676 |
| MILL ST | 30 M NORTH OF KENDALL AVENUE | PARKINSON ROAD | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.6 | \$ 171,032 |
| MILL ST | PARK ROW | 30 M NORTH OF KENDALL AVENUE | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.2 | \$ 63,696 |
| FINKLE ST | HNERY STREET | PARKINSON ROAD | CITY | Edgeline | Existing | Designated Operating Space | 0.8 | \$ 21,678 |
| NORWICH AVE | CEDAR STREET | PARKINSON ROAD | CITY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 137,953 |
| CEDAR ST | WILSON STREET | NORWICH AVENUE | COUNTY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 128,072 |
| WILSON ST | DUNDAS STREET | CEDAR STREET | COUNTY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 145,653 |
| ALICE ST | BEE STREET | ELMWOOD CRESCENT | CITY | Edgeline | Existing | Shared Operating Space | 0.3 | \$ 1,351 |
| ALICE ST | ELMWOOD CRESCENT | SHORT AVENUE | CITY | Edgeline | Existing | Shared Operating Space | 0.2 | \$ 828 |
| ALICE ST | SHORT AVENUE | SPRINGBANK AVENUE | CITY | Edgeline | Existing | Shared Operating Space | 0.3 | \$ 1,290 |
| SPRINGBANK AVE S | ALICE STREET | 113 M NORTH OF ALICE STREET | CITY | Signed | Existing | Physically Separated Bikeway | 0.1 | \$ 31,044 |
| SPRINGBANK AVE S | 113 M NORTH OF ALICE STREET | NORTH EXPANSION JOINT CNR BRIDGE | CITY | Signed | Existing | Physically Separated Bikeway | 0.6 | \$ 157,245 |
| SPRINGBANK AVE S | NORTH EXPANSION JOINT CNR BRIDGE | JAMES STREET | CITY | Signed | Existing | Physically Separated Bikeway | 0.2 | \$ 64,521 |
| MILL ST | DUNDAS STREET | PARK ROW | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.4 | \$ 117,568 |
| DUNDAS ST | VANSITTART AVENUE | OXFORD STREET | CITY | | Recommended | Designated Operating Space | 0.3 | \$ 9,248 |
| DUNDAS ST | LIGHT STREET | VANSITTART AVENUE | CITY | | Recommended | Designated Operating Space | 0.1 | \$ 3,717 |
| DUNDAS ST | WELLINGTON STREET | LIGHT STREET | CITY | | Recommended | Designated Operating Space | 0.5 | \$ 12,783 |
| DUNDAS ST | HURON STREET | WELLINGTON STREET | CITY | | Recommended | Designated Operating Space | 0.6 | \$ 17,495 |
| DUNDAS ST | WEST AVENUE | HURON STREET | CITY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 157,293 |
| DUNDAS ST | CLARKE STREET | WEST AVENUE | CITY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 128,303 |
| DUNDAS ST | SPRINGBANK AVENUE | CLARKE STREET | CITY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 127,055 |
| DUNDAS ST WESTBOUN | LANDSDOWNE AVE | SPRINGBANK AVE | CITY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 162,110 |
| SYDENHAM ST | RATHBOURNE AVENUE | HUGHSON STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,293 |
| RATHBOURNE AVE | SYDENHAM STREET | BLANDFORD STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 9,692 |
| RATHBOURNE AVE | WEST AVENUE | BLANDFORD STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.2 | \$ 6,982 |
| NELLIS ST | CLARKE STREET | WEST AVENUE | CITY | Edgeline | Existing | Designated Operating Space | 0.5 | \$ 13,142 |
| NELLIS ST | SPRINGBANK AVENUE | CLARKE STREET | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,952 |
| NELLIS ST | SPRINGBANK AVENUE | LANDSDOWNE AVENUE | CITY | Edgeline | Existing | Designated Operating Space | 0.9 | \$ 25,215 |
| LANDSDOWNE AVE | DUNDAS STREET | SOUTH LEG OF BYSHAM PARK DRIVE | CITY | Sharrow | Existing | Physically Separated Bikeway | 0.3 | \$ 67,553 |
| BYSHAM PARK DRIVE | LANDSDOWNE AVENUE | SEAGRAVE DRIVE | CITY | Bike Lane | Existing | Designated Operating Space | 0.4 | \$ 9,938 |
| SEAGRAVE RD | BYSHAM PARK ROAD | WOODALL WAY | CITY | Bike Lane | Existing | Designated Operating Space | 0.6 | \$ 16,096 |
| WOODALL WAY | 221 M SOUTH OF DEVONSHIRE AVENUE | SEAGRAVE DRIVE | CITY | Bike Lane | Existing | Designated Operating Space | 0.9 | \$ 25,017 |
| WOODALL WAY | DEVONSHIRE AVE | 221 M SOUTH OF DEVONSHIRE AVE | CITY | Bike Lane | Existing | Designated Operating Space | 0.2 | \$ 5,792 |
| LANDSDOWNE AVE | SOUTH LEG OF BYSHAM PARK DRIVE | NELLIS STREET | CITY | | Recommended | Physically Separated Bikeway | 0.4 | \$ 114,810 |
| LANDSDOWNE AVE | NELLIS STREET | DEVONSHIRE AVENUE | CITY | Edgeline | Existing | Physically Separated Bikeway | 0.7 | \$ 199,031 |
| SPRUCEDALE RD | ABBOTT PLACE | LANDSDOWNE AVENUE | CITY | Signed | Existing | Shared Operating Space | 0.2 | \$ 976 |
| SPRUCEDALE RD | BRIARHILL ROAD | ABBOTT PLACE | CITY | Signed | Existing | Shared Operating Space | 0.2 | \$ 941 |
| SPRUCEDALE RD | SPRINGBANK AVENUE | BRIARHILL ROAD | CITY | Signed | Existing | Shared Operating Space | 0.3 | \$ 1,001 |
| SPRINGBANK AVE S | JAMES STREET | DUNDAS STREET | CITY | Signed | Existing | Physically Separated Bikeway | 0.2 | \$ 41,171 |
| SPRINGBANK AVE | DUNDAS STREET | NELLIS STREET | CITY | Bike Lane | Existing | Physically Separated Bikeway | 0.3 | \$ 72,079 |
| SPRINGBANK AVE | CANFIELD CRES | NELLIS STREET | CITY | Bike Lane | Existing | Physically Separated Bikeway | 0.2 | \$ 41,314 |
| SPRINGBANK AVE | CANFIELD CRES | SPRUCEDALE RD | CITY | Bike Lane | Existing | Physically Separated Bikeway | 0.4 | \$ 104,790 |
| SPRINGBANK AVE | SPRUCEDALE ROAD | DEVONSHIRE AVENUE | CITY | Bike Lane | Existing | Physically Separated Bikeway | 0.6 | \$ 170,098 |
| GROSVEENOR ST | LEINSTER STREET | BROMPTON AVENUE | CITY | Signed | Existing | Shared Operating Space | 0.2 | \$ 703 |
| LEINSTER ST | DEVONSHIRE AVENUE | GROSVEENOR STREET | CITY | Signed | Existing | Shared Operating Space | 0.2 | \$ 968 |
| HUGHSON ST | SYDENHAM STREET | HURON STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.1 | \$ 2,863 |
| HURON ST | INGERSOLL AVENUE | DUNDAS STREET | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.5 | \$ 131,253 |
| HURON ST | DEVONSHIRE AVENUE | INGERSOLL AVENUE | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.9 | \$ 239,257 |
| INGERSOLL AVE | BEALE STREET | HURON STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.4 | \$ 10,496 |
| INGERSOLL AVE | WELLINGTON STREET NORTH | BEALE STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.3 | \$ 9,416 |
| INGERSOLL AVE | RIDDELL STREET | WELLINGTON STREET NORTH | CITY | Edgeline | Existing | Designated Operating Space | 0.2 | \$ 5,009 |
| INGERSOLL AVE | VANSITTART AVENUE | RIDDELL STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.4 | \$ 12,339 |
| INGERSOLL AVE | WEST END | VANSITTART AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 13,286 |
| TECUMSEH ST | OXFORD STREET | INGERSOLL AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 12,478 |
| TECUMSEH ST | OXFORD STREET | NORTH TO BRIDGE | CITY | Signed | Existing | Designated Operating Space | 0.6 | \$ 17,109 |
| TECUMSEH ST | VANSITTART AVENUE | 306 M SOUTH OF VANSITTART AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,590 |
| VANSITTART AVE | DEVONSHIRE AVENUE | THAMES RIVER | COUNTY | | Recommended | Physically Separated Bikeway | 0.4 | \$ 103,949 |
| DEVONSHIRE AVE | GRAHAM STREET | HURON STREET | COUNTY | Edgeline | Existing | Physically Separated Bikeway | 1.0 | \$ 271,456 |
| DEVONSHIRE AVENUE | GRAHAM STREET | VANSITTART AVENUE | COUNTY | | Recommended | Physically Separated Bikeway | 0.1 | \$ 39,778 |
| DEVONSHIRE AVENUE | HURON STREET | CLARKE STREET | COUNTY | Edgeline | Existing | Physically Separated Bikeway | 1.0 | \$ 281,898 |
| DEVONSHIRE AVENUE | CLARKE STREET | LANDSDOWNE AVENUE | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 1.0 | \$ 263,440 |
| DEVONSHIRE AVE | LANDSDOWNE AVENUE | WOODALL WAY | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 1.1 | \$ 290,801 |
| LANDSDOWNE AVE | DEVONSHIRE AVENUE | FINCH AVENUE | CITY | Edgeline | Existing | Designated Operating Space | 0.6 | \$ 17,497 |
| LANDSDOWNE AVE | FINCH AVENUE | PRIVATE LANE | CITY | Edgeline | Existing | Designated Operating Space | 0.5 | \$ 14,036 |
| LANDSDOWNE AVE | PRIVATE LANE | OXFORD ROAD 4 | CITY | Signed | Existing | Designated Operating Space | 1.9 | \$ 53,379 |
| SPRINGBANK AVE | ALGONQUIN ROAD | LANDSDOWNE AVENUE | CITY | Edgeline | Existing | Designated Operating Space | 0.5 | \$ 12,814 |
| SPRINGBANK AVE | CHIEFTAIN STREET | ALGONQUIN ROAD | CITY | Edgeline | Existing | Designated Operating Space | 0.2 | \$ 6,795 |
| SPRINGBANK AVE | MOHICAN STREET | CHIEFTAIN STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.3 | \$ 7,841 |
| SPRINGBANK AVE | CONESTOGA ROAD | MOHICAN STREET | CITY | Edgeline | Existing | Designated Operating Space | 0.5 | \$ 14,270 |
| SPRINGBANK AVE | DEVONSHIRE AVENUE | CONESTOGA ROAD | CITY | Signed | Existing | Physically Separated Bikeway | 0.3 | \$ 76,369 |
| HURON ST | GLENCAIRN AVENUE | LEINSTER STREET | CITY | Signed | Existing | Shared Operating Space | 0.5 | \$ 1,994 |
| GLENCAIRN AVE | RIVERCREST DRIVE | HURON STREET | CITY | Signed | Existing | Shared Operating Space | 0.3 | \$ 1,160 |
| RIVERCREST DR | FAIR STREET | WEST END | CITY | Signed | Existing | Shared Operating Space | 0.5 | \$ 1,852 |
| FAIR ST | WELLINGTON STREET NORTH | RIVERCREST DRIVE | CITY | Signed | Existing | Shared Operating Space | 0.3 | \$ 1,043 |
| WELLINGTON ST N | DEVONSHIRE AVENUE | FAIR STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 7,627 |
| VANSITTART AVE | TECUMSEH STREET | FREDERICK STREET | COUNTY | Signed | Existing | Physically Separated Bikeway | 0.1 | \$ 33,357 |
| VANSITTART AVE | THAMES RIVER | TECUMSEH STREET | COUNTY | | Recommended | Physically Separated Bikeway | 0.2 | \$ 54,627 |
| VANSITTART AVE | FREDERICK STREET | PITTOCK PARK ROAD | COUNTY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 74,033 |
| VANSITTART AVE | PITTOCK PARK ROAD | LAKEVIEW DRIVE | COUNTY | | Recommended | Physically Separated Bikeway | 0.2 | \$ 50,367 |
| VANSITTART AVE | LAKEVIEW DRIVE | RIDGEWOOD DRIVE | COUNTY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 79,621 |
| SPRINGBANK AVE S | PARKINSON ROAD | 113 M NORTH OF ALICE STREET | CITY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 73,375 |
| ALICE ST | BEE STREET | NORWICH AVE | CITY | | Recommended | Shared Operating Space | 0.4 | \$ 1,516 |

City of Woodstock

Transportation Master Plan

Future Cycling Network (Short-Term)



TOWNSHIP OF
BLANDFORD-BLENHEIM

Legend

- City of Woodstock Boundary
- Municipal Boundaries
- Park
- Waterbody
- Watercourse
- Trail
- Road Network

Railway

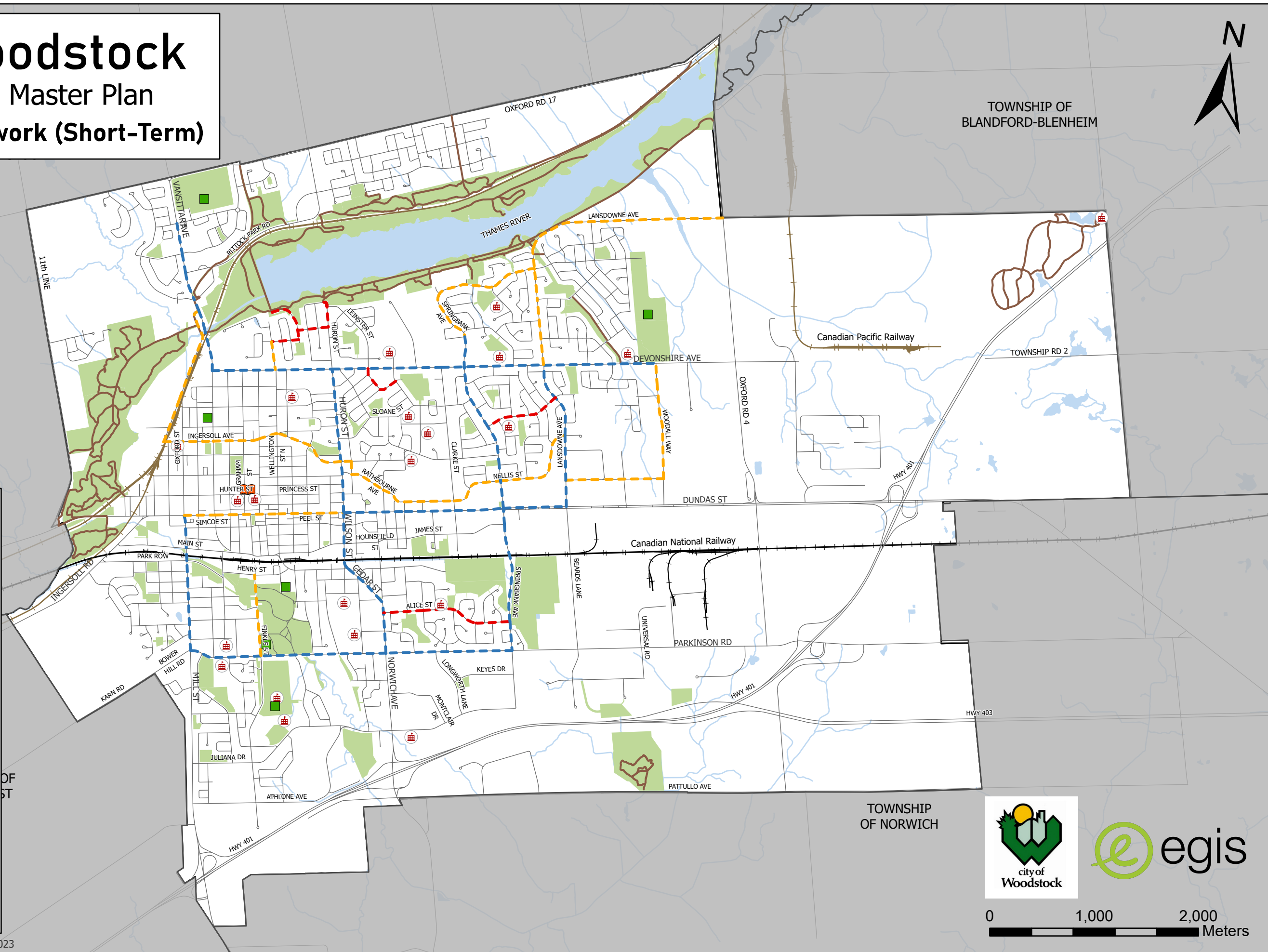
- Canadian Pacific
- Canadian National

Recommended Cycling Facility

- Shared Operating Space
- Designated Operating Space
- Physically Separated Bikeway

Community Facility Type

- School
- Library
- Community/Recreation Centre



TOWNSHIP OF
NORWICH



0 1,000 2,000
Meters

Cycling Facility Recommendations - Medium-Term (6 - 10 Years)

| Road Name | From | To | Owner | Current Facility | Status | Recommended Facility Type | Length (km) | Cost |
|------------------|------------------------------|------------------------------|--------|------------------|-------------|------------------------------|-------------|------------|
| JULIANA DR | FINKLE ST | MILL ST | CITY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 154,127 |
| JULIANA DR | FINKLE ST | 92 M EAST OF ALBERTA AVENUE | CITY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 173,552 |
| JULIANA DR | FERGUSON DRIVE | 92 M EAST OF ALBERTA AVENUE | CITY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 80,899 |
| JULIANA DR | ATHLONE AVE | FERGUSON DRIVE | CITY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 84,629 |
| JULIANA DR | 20 M WEST OF BRUIN BOULEVARD | ATHLONE AVE | CITY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 93,287 |
| JULIANA DR | NORWICH AVENUE | 20 M WEST OF BRUIN BOULEVARD | CITY | | Recommended | Physically Separated Bikeway | 0.1 | \$ 37,042 |
| JULIANA DR | MONTCLAIR DRIVE | NORWICH AVENUE | CITY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 141,291 |
| JULIANA DR | SPRINGBANK STREET SOUTH | MONTCLAIR DRIVE | CITY | | Recommended | Physically Separated Bikeway | 0.7 | \$ 190,597 |
| SPRINGBANK AVE S | KEYES DRIVE | JULIANA DRIVE | CITY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 87,097 |
| SPRINGBANK AVE S | PARKINSON RD | KEYES DRIVE | CITY | | Recommended | Physically Separated Bikeway | 0.2 | \$ 60,967 |
| MILL ST | PEMBERS PASS | JULIANA DRIVE | COUNTY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 128,304 |
| MILL ST | PARKINSON ROAD | PEMBERS PASS | COUNTY | Bike Lane | Existing | Physically Separated Bikeway | 0.6 | \$ 164,522 |
| FINKLE ST | ALBERTA AVENUE | JULIANA DRIVE | CITY | Edgeline | Existing | Designated Operating Space | 0.2 | \$ 4,311 |
| FINKLE ST | PARKINSON ROAD | ALBERTA AVENUE | CITY | Edgeline | Existing | Designated Operating Space | 0.9 | \$ 25,271 |
| BEACHVILLE RD | INGERSOLL ROAD | WEST CITY LIMIT | COUNTY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 156,295 |
| PARK ROW | MILL STREET | INGERSOLL ROAD | CITY | Signed | Existing | Designated Operating Space | 0.8 | \$ 23,594 |
| INGERSOLL RD | ANDERSON STREET | PARK ROW | COUNTY | Signed | Existing | Physically Separated Bikeway | 0.2 | \$ 48,561 |
| INGERSOLL RD | BEACHVILLE ROAD | ANDERSON STREET | COUNTY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 85,632 |
| PARK ROW | BUTLER STREET | MILL STREET | CITY | Bike Lane | Existing | Designated Operating Space | 0.4 | \$ 10,908 |
| INGERSOLL RD | PARK ROW | DUNDAS STREET | COUNTY | | Recommended | Physically Separated Bikeway | 0.6 | \$ 165,020 |
| BUTLER STREET | HENRY STREET | PARK ROW | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 1,488 |
| HENRY ST | FINKLE STREET | BUTLER STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,559 |
| HENRY ST | WELLINGTON STREET SOUTH | FINKLE STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 9,625 |
| HENRY ST | WELLINGTON STREET SOUTH | VICTORIA STREET SOUTH | CITY | Signed | Existing | Physically Separated Bikeway | 0.1 | \$ 18,116 |
| HENRY ST | VICTORIA STREET SOUTH | WILSON STREET | CITY | Signed | Existing | Physically Separated Bikeway | 0.5 | \$ 128,172 |
| BEE ST | ALICE STREET | PARKINSON ROAD | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,208 |
| WELLINGTON ST S | MAIN STREET | HENRY STREET | CITY | Signed | Existing | Physically Separated Bikeway | 0.3 | \$ 71,010 |
| DUNDAS ST | 11th LINE | CNR BRIDGE | COUNTY | Sharrow | Existing | Physically Separated Bikeway | 0.3 | \$ 75,276 |
| DUNDAS ST | CNR BRIDGE | INGERSOLL ROAD | COUNTY | | Recommended | Physically Separated Bikeway | 0.5 | \$ 145,761 |
| SLOANE ST | SPRINGBANK AVENUE | CLARKE STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 7,218 |
| SLOANE ST | CLARKE STREET | BERWICK STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 6,670 |
| SLOANE ST | BROMPTON AVENUE | BERWICK STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 1,769 |
| BROMPTON AVE | DEVONSHIRE AVENUE | SLOANE STREET | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 11,749 |
| FINCH AVE | LANSDOWNE AVENUE | PARROTT PLACE | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 12,968 |
| PARROTT PL | FINCH AVENUE | SPRINGBANK AVENUE NORTH | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 11,248 |
| PARROTT PL | SPRINGBANK AVENUE NORTH | BEFORE NORTH END CUL DE SAC | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,314 |
| OXFORD RD 4 | OXFORD ROAD 17 | PITTOCK TRAIL | COUNTY | | Recommended | Physically Separated Bikeway | 0.9 | \$ 232,251 |
| DUNDAS ST | INGERSOLL ROAD | OXFORD STREET | COUNTY | | Recommended | Physically Separated Bikeway | 0.3 | \$ 90,967 |

City of Woodstock

Transportation Master Plan

Future Cycling Network (Medium-Term)



Legend

City of Woodstock Boundary

Municipal Boundaries

Park

Waterbody

Watercourse

Trail

Road Network

Railway

Canadian Pacific

Canadian National

Constructed Cycling Facility

Shared Operating Space

Designated Operating Space

Physically Separated Bikeway

Recommended Cycling Facility

Shared Operating Space

Designated Operating Space

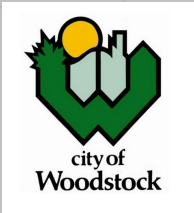
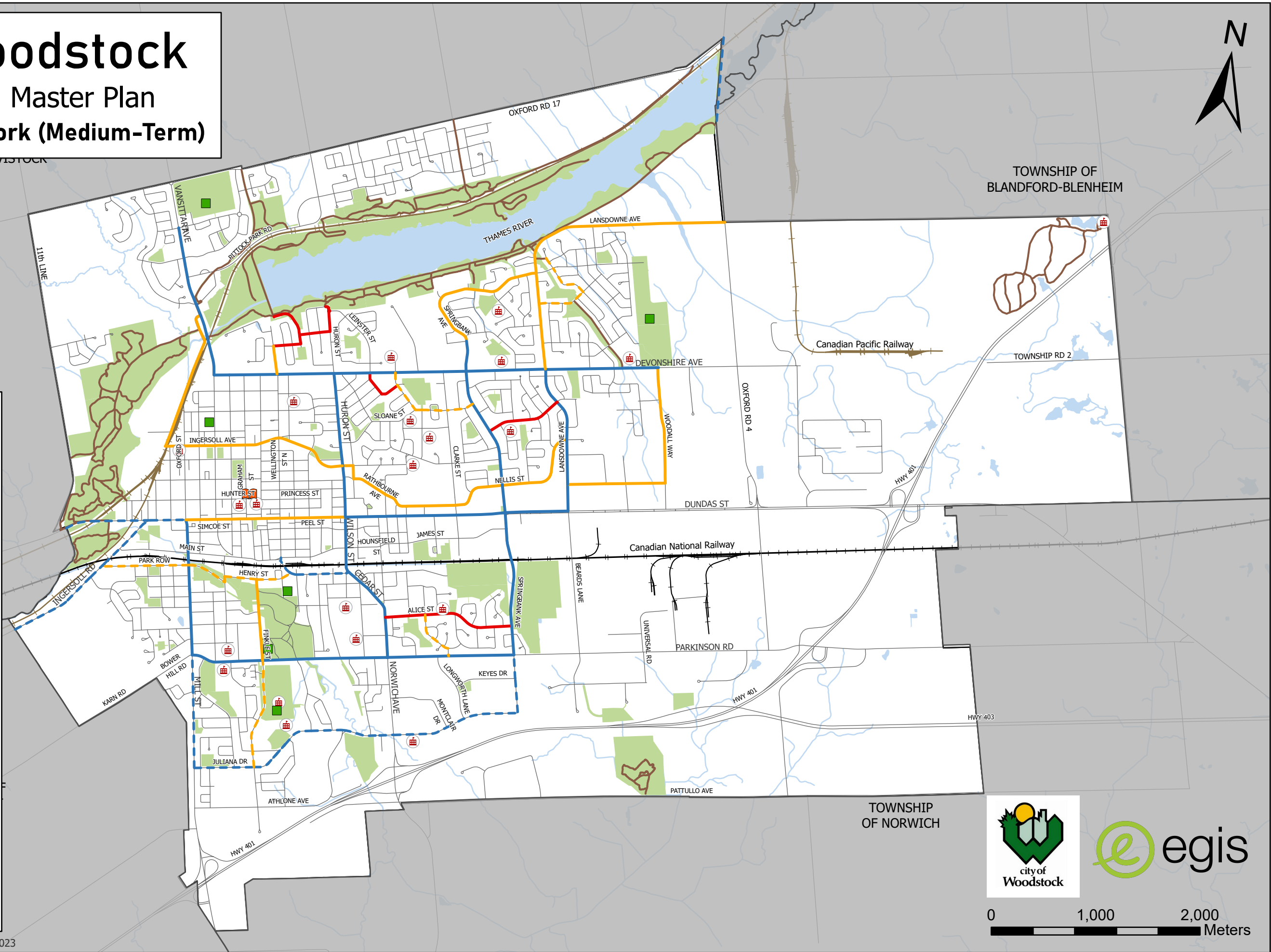
Physically Separated Bikeway

Community Facility Type

School

Library

Community/Recreation Centre



Cycling Facility Recommendations - Long-Term (10 - 20+ Years)

| Roan Name | From | To | Owner | Current Facility | Status | Recommended Facility Type | Length (km) | Cost |
|---------------------|----------------------------|----------------------------|--------|------------------|-------------|------------------------------|-------------|------------|
| FINKLE ST | JULIANA DR | ATHLONE AVE | CITY | Edgeline | Existing | Designated Operating Space | 0.4 | \$ 10,817 |
| ATHLONE AVENUE | MILL STREET | FINKLE STREET | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 12,720 |
| STONEGATE DR | ATHLONE AVENUE | SOUTHWOOD WAY | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,766 |
| STONEGATE DR | 126 M S OF JULIANA DRIVE | SOUTHWOOD WAY | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 1,584 |
| STONEGATE DR | JULIANA DR | 126 M S OF JULIANA DR | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,463 |
| NORWICH AVE | MONTCLAIR DRIVE | JULIANA DRIVE | COUNTY | | Recommended | Physically Seperated Bikeway | 0.5 | \$ 131,448 |
| NORWICH AVE | PARKINSON ROAD | MONTCLAIR DRIVE | COUNTY | | Recommended | Physically Seperated Bikeway | 0.3 | \$ 69,526 |
| PARKINSON RD | SPRINGBANK AVENUE | BEARDS LANE | COUNTY | Sharrow | Existing | Physically Seperated Bikeway | 0.6 | \$ 169,708 |
| SIXTH AVE | MILL STREET | ST ANDREWS ROAD | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 11,723 |
| SIXTH AVE | ST ANDREWS ROAD | ANDERSON STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,987 |
| SPENCER ST | BUTLER STREET | MILL STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 9,503 |
| SPENCER ST | FINKLE STREET | BUTLER STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,803 |
| ANDERSON ST | INGERSOLL ROAD | SIXTH AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.7 | \$ 20,273 |
| WILSON ST | COLLEGE AVENUE | WILSON STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,133 |
| COLLEGE AVE | WILSON STREET | FYFE AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,809 |
| FYFE AVE | COLLEGE AVENUE | WALTER STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 1,953 |
| WALTER ST | FYFE AVENUE | EAST END OF STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 4,218 |
| BEE ST | ALICE STREET | ALILEEN STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 7,625 |
| ISABEL ST | MAUD STREET | BEE STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 4,371 |
| MAUD ST | ISABEL STREET | DUFFERIN STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 4,111 |
| DUFFERIN ST | NORWICH AVENUE | MAUD STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 6,615 |
| NORWICH AVE | DUFFERIN STREET | CEDAR STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,701 |
| NORWICH AVE | DUFFERIN STREET | SOUTH SIDE CP RAIL | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,163 |
| BEARDS LANE | DUNDAS STREET | PARKINSON ROAD | CITY | Sharrow | Existing | Physically Seperated Bikeway | 1.4 | \$ 367,025 |
| JAMES ST | CLARKE STREET | SPRINGBANK AVENUE | CITY | | Recommended | Designated Operating Space | 0.5 | \$ 13,483 |
| JAMES ST | 65 M EAST OF TEEPLE STREET | CLARKE STREET | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 11,943 |
| JAMES ST | NORWICH AVENUE | 65 M EAST OF TEEPLE STREET | CITY | | Recommended | Designated Operating Space | 0.3 | \$ 9,191 |
| HOUNSFIELD ST | WILSON STREET | NORWICH AVENUE | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 11,044 |
| MAIN ST | BAY STREET | WILSON STREET | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 9,991 |
| MAIN ST | WELLINGTON ST | BAY STREET | CITY | | Recommended | Designated Operating Space | 0.6 | \$ 15,696 |
| MAIN ST | FINKLE STREET | WELLINGTON STREET | CITY | | Recommended | Designated Operating Space | 0.3 | \$ 7,154 |
| MAIN ST | MILL STREET | BUTLER STREET | CITY | | Recommended | Designated Operating Space | 0.6 | \$ 18,025 |
| MAIN ST | 302 M WEST OF MILL STREET | MILL STREET | CITY | | Recommended | Designated Operating Space | 0.3 | \$ 7,679 |
| MAIN ST | INGERSOLL ROAD | 302 M WEST OF MILL STREET | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 10,834 |
| BEXLEY ST | HUNTER STREET | DUNDAS STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,350 |
| HUNTER ST | BEXLEY STREET | WINNIETT STREET | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 11,802 |
| HUNTER ST | WINNIETT STREET | OXFORD STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,967 |
| SIMCOE ST | WATERLOO STREET | MILL STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 4,149 |
| WATERLOO ST | DUNDAS ST | SIMCOE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,740 |
| SIMCOE ST | MILL STREET | PERRY STREET | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,315 |
| SIMCOE ST | PERRY STREET | FINKLE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,151 |
| PEEL ST | FINKLE STREET | WELLINGTON STREET | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 7,438 |
| PEEL ST | WELLINGTON STREET | WILSON STREET | CITY | Signed | Existing | Designated Operating Space | 0.6 | \$ 17,518 |
| PEEL ST | WILSON STREET | CHAPEL STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,209 |
| PEEL ST | CHAPEL STREET | NORWICH AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,818 |
| NORWICH AVE | DUNDAS STREET | NORTH SIDE CP RAIL | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 9,832 |
| DUNDAS ST WESTBOUND | LANSDOWNE AVE | 43 M EAST OF WOODALL WAY | CITY | | Recommended | Physically Seperated Bikeway | 1.0 | \$ 265,677 |
| DUNDAS ST WESTBOUND | 43 M E OF WOODALL WAY | 350 M W OF OXFORD RD 4 | CITY | | Recommended | Physically Seperated Bikeway | 0.5 | \$ 130,560 |
| DUNDAS ST WESTBOUND | 350 M WEST OF OXFORD RD 4 | OXFORD ROAD 4 | CITY | | Recommended | Physically Seperated Bikeway | 0.3 | \$ 91,314 |
| WINNIETT ST | DUNDAS STREET | HUNTER STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,357 |
| WINNIETT ST | HUNTER STREET | DREW STREET | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 10,540 |
| WINNIETT ST | DREW STREET | INGERSOLL AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,735 |
| OXFORD ST | DUNDAS STREET | HUNTER STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,265 |
| OXFORD ST | HUNTER STREET | INGERSOLL AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,237 |
| BROCK ST | SIMCOE STREET | DUNDAS STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 3,314 |
| LIGHT ST | HUNTER STREET | DUNDAS STREET | CITY | Signed | Existing | Designated Operating Space | 0.2 | \$ 5,303 |
| LIGHT ST | HUNTER STREET | INGERSOLL AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,345 |
| BAY ST | DUNDAS STREET | PEEL STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,532 |
| BEALE ST | DUNDAS STREET | ADELAIDE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,579 |
| BEALE ST | PRINCESS STREET | ADELAIDE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,343 |
| BEALE ST | PRINCESS STREET | GEORGE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,437 |
| BEALE ST | CANTERBURY STREET | GEORGE STREET | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 2,272 |
| BEALE ST | CANTERBURY STREET | INGERSOLL AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.3 | \$ 8,708 |
| CLARKE ST | DUNDAS STREET | NELLIS STREET | CITY | | Recommended | Designated Operating Space | 0.1 | \$ 2,504 |
| CLARKE ST | NELLIS STREET | WARWICK STREET | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 11,441 |
| CLARKE ST | WARWICK STREET | CROMWELL STREET | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 9,861 |
| CLARKE ST | CROMWELL STREET | SLOANE STREET | CITY | | Recommended | Designated Operating Space | 0.2 | \$ 4,380 |
| CLARKE ST | SLOANE STREET | DEVONSHIRE AVENUE | CITY | | Recommended | Designated Operating Space | 0.4 | \$ 10,515 |
| LIGHT ST | INGERSOLL AVENUE | VINCENT STREET | CITY | Signed | Existing | Designated Operating Space | 0.5 | \$ 14,616 |
| LIGHT ST | VINCENT STREET | DEVONSHIRE AVENUE | CITY | Signed | Existing | Designated Operating Space | 0.1 | \$ 4,168 |
| FREDERICK ST | VANSITTART AVENUE | PITTOCK PARK RD | CITY | Signed | Existing | Designated Operating Space | 0.4 | \$ 11,108 |

City of Woodstock

Transportation Master Plan

Future Cycling Network (Long-Term)



Legend

- City of Woodstock Boundary
- Municipal Boundaries
- Park
- Waterbody
- Watercourse
- Trail
- Road Network
- Railway**
 - Canadian Pacific
 - Canadian National
- Constructed Cycling Facility**
 - Shared Operating Space
 - Designated Operating Space
 - Physically Separated Bikeway
- Recommended Cycling Facility**
 - Shared Operating Space
 - Designated Operating Space
 - Physically Separated Bikeway
- Community Facility Type**
 - School
 - Library
 - Community/Recreation Centre

