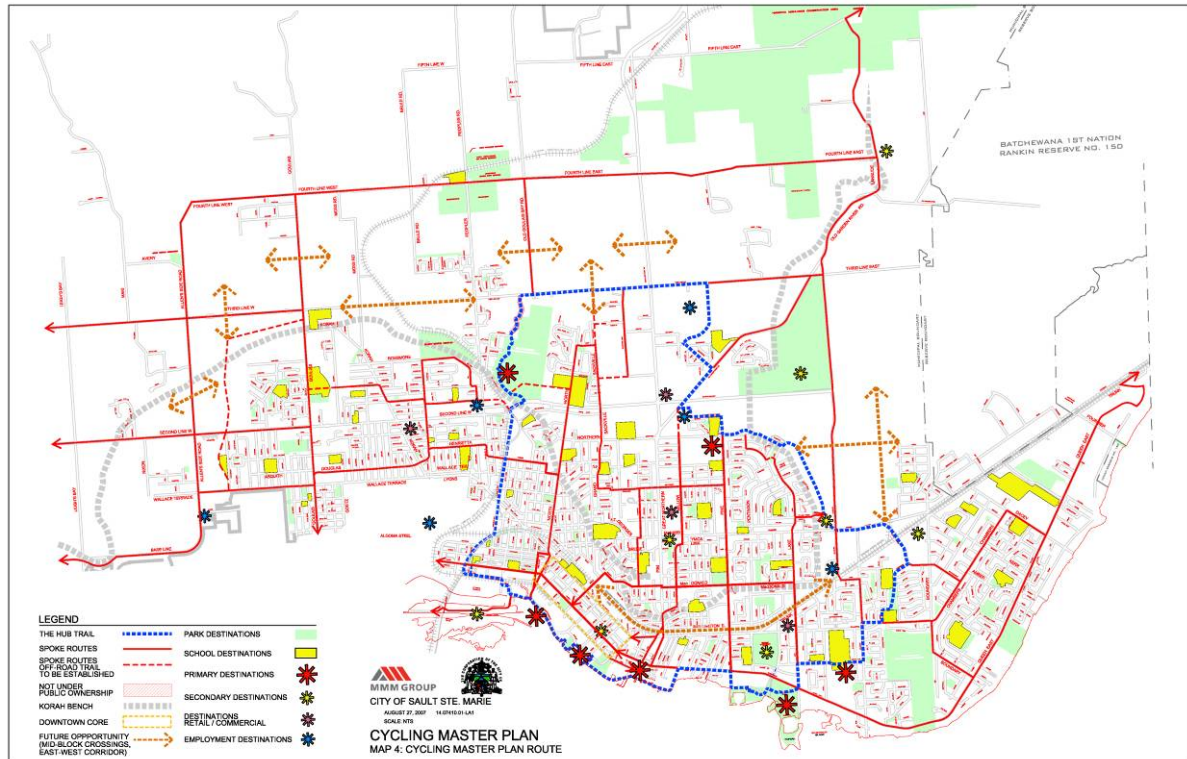




3.0 THE ROUTE – Overview of the Hub Trail, Spokes and Cycling Master Plan



In 2006, the Hub Trail Master Plan was completed. Since its completion, segments of the Hub Trail have been planned and constructed. The Hub Trail is a multi-use trail that includes cycling. It is both an on and off-road facility that connects major destinations within Sault Ste. Marie through a perimeter looped trail. The Hub Trail Master Plan has effectively set the stage for the Cycling Master Plan.

The Sault Ste. Marie Cycling Master Plan Route will combine the 2006 Hub Trail with a series of cycling routes occurring outside and within the perimeter loop to create a comprehensive network of on and off-road trails connecting destination points throughout the City (*refer to Appendix A – Map 4: Cycling Master Plan Route*). The concept behind the Cycling Route is to integrate and link exterior routes or “spokes” stemming from the Hub, together with interior routes or “spokes”, which represent the inner workings of the Hub. Through analysis and identification of destination points and appropriate trail connections, the Cycling Master Plan will recommend a construction methodology and hierarchy of trails to be developed, implemented and / or maintained.

The Cycling Master Plan Route will highlight destination areas and create linkages between neighbourhoods and facilities reflecting the culture and community of Sault Ste. Marie. The Route will serve both recreational and utilitarian cyclists, encouraging healthy, sustainable outdoor pursuits and community building activity. When complete, the Route will provide an enjoyable and safe opportunity for local residents and visitors to travel, explore and commute to the many attractions, features, commercial and recreational facilities offered in the City of Sault Ste. Marie.



3.1 The Hub Trail (*refer to Appendix A – Map 2: Hub Trail and Spoke Routes*)

The Hub Trail focuses on the development and implementation of a four season multi-use route network that provides a connected and continuous spine for the City's trail system. Linking neighbourhoods and major recreational areas, the Hub Trail forms a 22 km perimeter loop around the City, generally following the shape of the Korah Bench. In the north sections, it rides the top of the Bench, while south of Second Line it is located below the Bench connecting the Waterfront boardwalk to other walking and cycling trails within the community.

The Hub Trail is designed to provide easier access to destination areas for local users and visitors, accommodating a wide range of skill levels and non-motorized transportation options including walking, cycling, in-line skating and skateboarding. Serving both recreational and utilitarian needs, the Hub Trail provides opportunity to explore alternative travel routes that offer considerable variation in trip length and purpose.

3.1.1 Hub Trail Destinations and Route Description (*refer to Appendix A – Map 1: Destination Areas*)

The Hub Trail identifies and connects trail users to various primary and secondary destinations across Sault Ste. Marie. The following destination routes are incorporated within the Hub Trail perimeter loop:

- Waterfront District: City Hall to Canal Drive
- Queen Street West District: Canal Drive, Portage Lane, George Street and Queen Street
- The Truck Route: Queen Street to Second Line
- Fort Creek Conservation Area
- Third Line: Fort Creek CA to Future Hospital Site
- Future Hospital Site District: Third Line to Terrance Avenue
- Pine Street Extension District: Terrance Avenue, Old Garden River Road to Pine Street Extension
- Sault College / Finn Hill District
- McNabb Street / South Market District: Black Road to Cambridge Place
- Sutton Park District: Cambridge Place to Shannon Road
- Algoma University College District: Bennett Boulevard to Queen Street
- Bellevue Park District: Queen Street to Pine Street
- Queen Street East District: Pine Street to City Hall

For a complete description regarding the Hub Trail destination routes, please see *Chapter 6: The Route* in the *Sault Ste. Marie Hub Trail Concept and Design Study* (2006).



3.2 Spokes (*refer to Appendix A – Map 2: Hub Trail and Spoke Routes*)

The Hub Trail Master Plan identifies a number of secondary destination and employment areas not located directly on the Hub Trail, and suggests that additional trails or “spokes” be implemented as connectors from the Hub perimeter loop. The Cycling Master Plan will provide these connections and identify additional destination areas that need to be connected through trails located outside and within the Hub perimeter loop. Specifically, trail routes or “spokes” stemming from the Hub Trail will provide access to destination points located outside of the perimeter loop, while trail route spokes connecting within the Hub will provide access to destination points located inside the loop. Through the Cycling Master Plan, a comprehensive network will be realized that serves both recreational and utilitarian purposes, and provides opportunity for local users and visitors to travel by bicycle to various destination areas across the City.

3.2.1 Spoke Route Destinations (*refer to Appendix A – Map 1: Destination Areas*)

As outlined in the Hub Trail Master Plan, destination areas and possible spoke route options include the following:

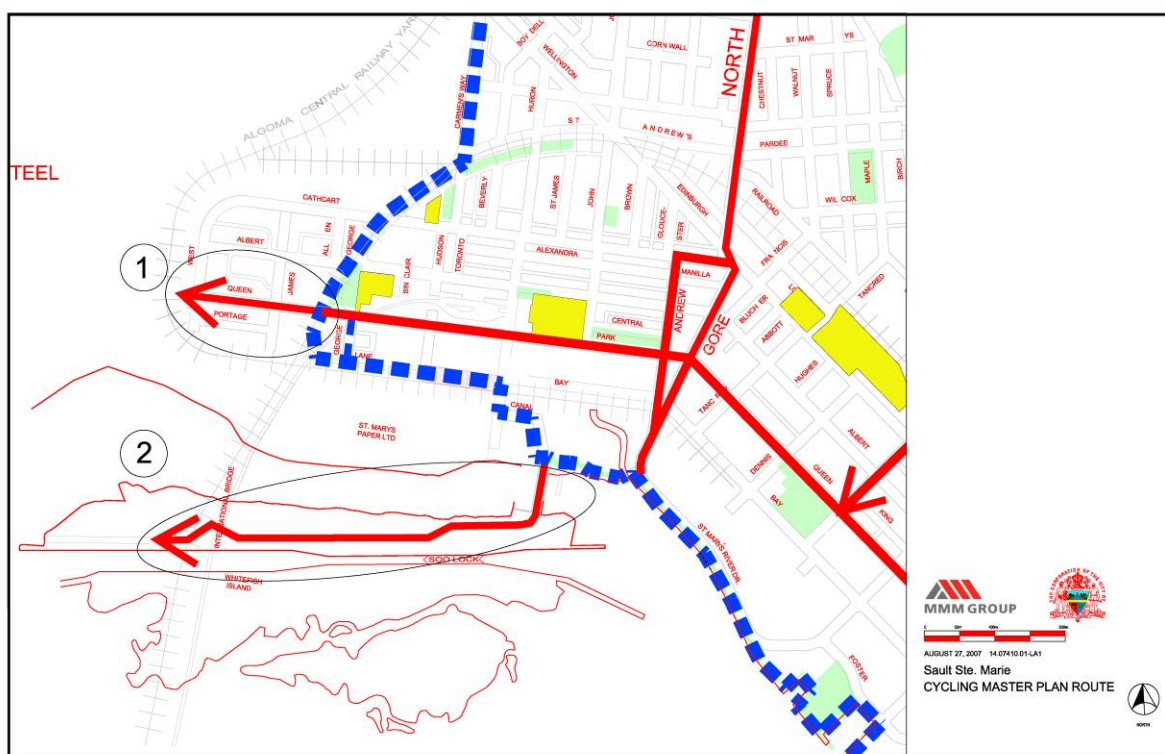
- Downtown via Queen Street and existing north-south streets
- The Locks via Canal Drive
- Korah Road Link along Lyons Road and Korah Road to Second Line West
- Strathclair Farm Sports Complex via Black Road and Second Line East, Old Garden River Road and Terrance Avenue
- Finn Hill and P-Patch Neighbourhood via McNabb Street or Old Village Court
- Queen Elizabeth Park via multi-use paved trail
- Employment Destinations (includes downtown or large industrial zones) via cycling and pedestrian friendly infrastructure and amenities

For a complete description regarding the Hub Trail spoke destinations and routes, please see *Section 6.2: Spokes from the Hub* in *Chapter 6 of the Sault Ste. Marie Hub Trail Concept and Design Study* (2006).

Further research conducted for the Cycling Master Plan reveals that the following overall facilities and establishments across the City also need to be connected to the Hub Trail in addition to the spoke destinations and routes mentioned above:

- Recreation / Sport Facilities
- Park / Conservation Areas
- Schools
- Government Facilities
- Tourism / Cultural Attractions
- Commercial Areas
- Employment areas
- Residential Areas and Neighbourhoods
- Existing Cycling Facilities (on / off-road)
- City Transit

Route 2: The Locks via Canal Drive





3.2.2 Spoke Route Description – Outside Hub Perimeter Loop

To provide connections and access to secondary destinations, employment areas, facilities and establishments located outside of the Hub Trail, the following “spokes” are recommended:

Route 1: Algoma Steel via Queen Street West

- From Hub Trail at Queen Street West and Carmen’s Way, west along Queen Street West past Cathcart Street

Destination Points / Employment Areas:

- Algoma Steel

Existing Route:

- 2 lane, 2-way paved roadway on Queen Street West

Proposed Route Type – Options:

- Bicycle lanes
- Signed-only cycling route with pavement markings

Barriers, Challenges and Opportunities:

- Access to Algoma Steel is gated for employees only
 - High traffic volume / heavy vehicle traffic
 - Condition of road (includes parking facilities east of entrance)
 - Provision of bicycle parking and amenities at Algoma Steel would be an asset to cycling in Sault Ste. Marie
 - Intersection of George Street and Carmen’s Way via Queen Street is difficult to cross. Look for design options to provide for a more accommodating crossing.
-

Route 2: The Locks via Canal Drive

- From Hub Trail at Canal and St. Mary’s River Drive, west along Canal Drive past the International Bridge

Destination Points / Employment Areas:

- The Locks
- Waterfront
- Green space
- Mountain bike trails on Whitefish Island

Existing Route:

- 2 lane, 2-way paved roadway on Canal Drive

Proposed Route Type:

- Signed-only cycling route

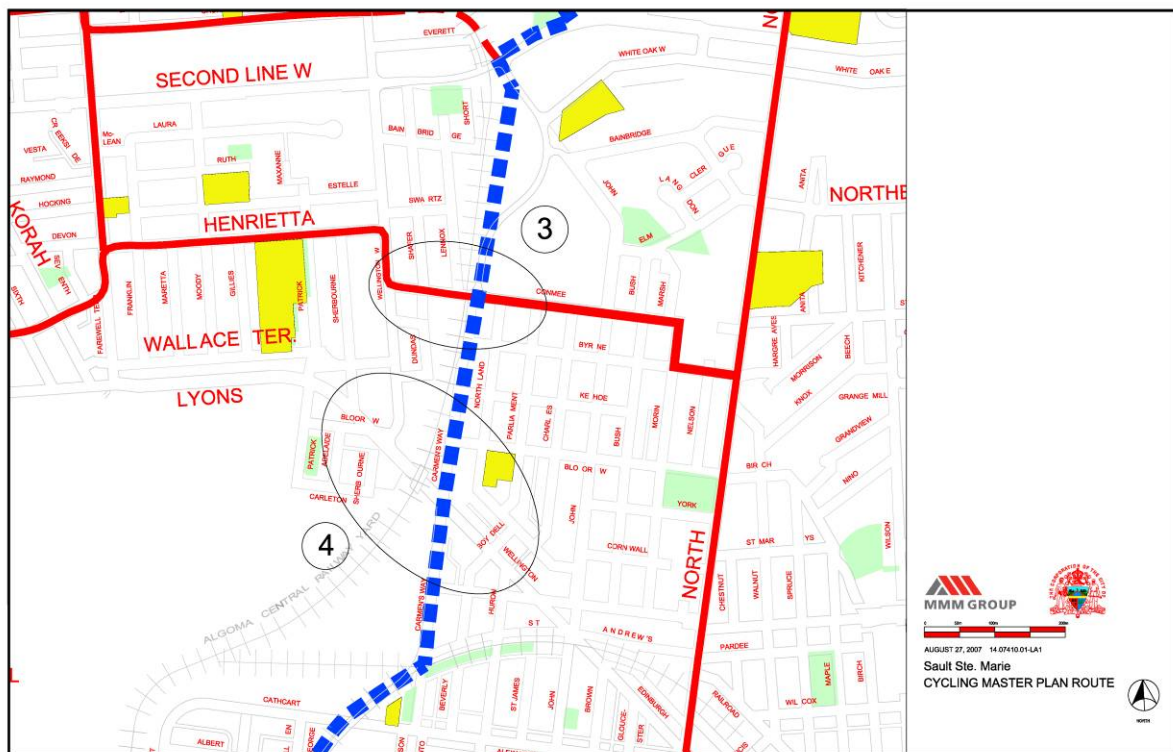
Barriers, Challenges and Opportunities:

- Underpass under International Bridge – possible dust and pollution
 - Access to mountain bike trails on Whitefish Island
 - Provision of bicycle parking and amenities along Waterfront and green space
 - Narrow bridge crossing to island requires special signage
 - Crossing at Waterfront trail and Canal Drive requires articulation and signage
-



Route 3: Crossing of CN Railway in west end

Route 4: Future Consideration for Crossing of CN Railway in west end





Route 3: Crossing of CN Railway in west end

- From Hub Trail at Conmee Avenue and Carmen's Way, west along Conmee Avenue with level crossing of CN Railway

Destination Points / Employment Areas:

- Residential, school and park areas in west Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway with level crossing on Conmee Avenue

Proposed Route Type:

- Signed-only cycling route with pavement markings

Barriers, Challenges and Opportunities:

- A less direct route than Wellington Street West underpass however, safer at grade railway crossing and more accommodating cycling environment in terms of traffic and road condition
-

Route 4: Future Consideration for Crossing of CN Railway in west end

- From Hub Trail at Wellington Street West and Carmen's Way, west along Wellington Street West crossing under CN Railway onto Lyons Road

Destination Points / Employment Areas:

- Algoma Steel
- Residential, school and park areas in west Sault Ste. Marie
- Downtown access

Existing Route:

- 4 lane, 2-way paved roadway with narrow underpass on Wellington Street West
- 4 lane, 2-way paved roadway on Lyons Road

Proposed Route Type – Options:

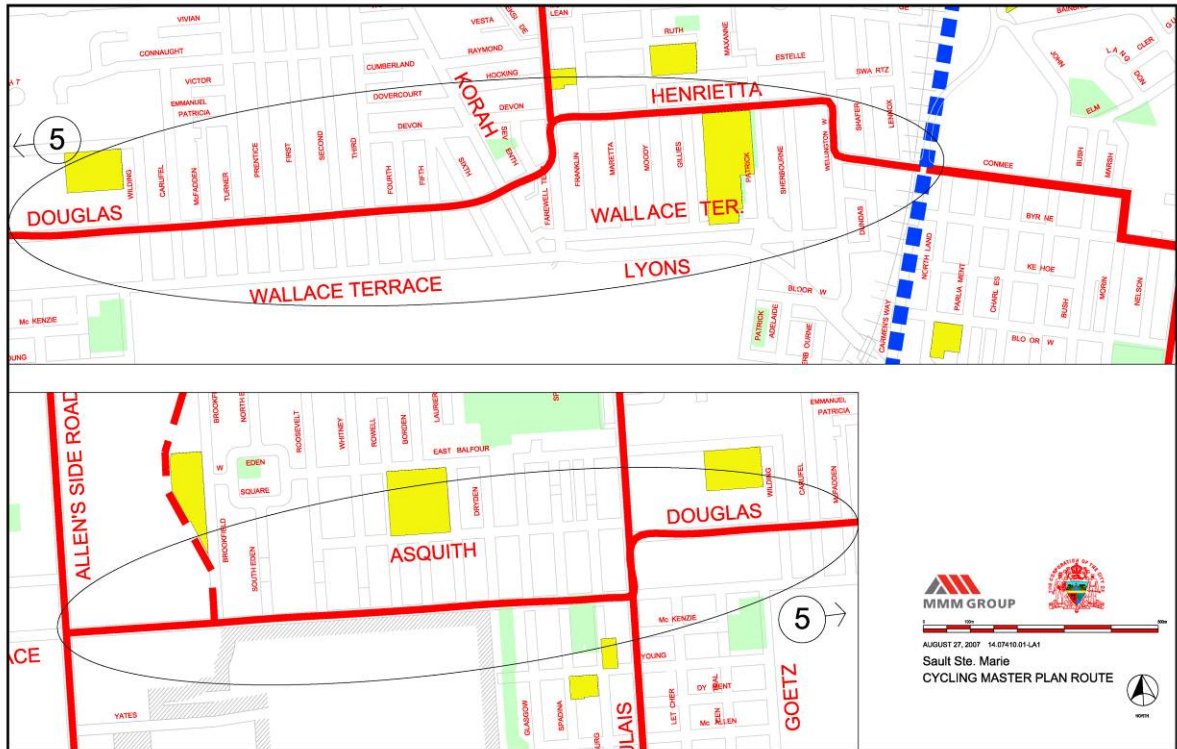
- Change to 2 lane under railway pass to allow for bicycle lanes
- Tunnel through south side adjacent to sidewalk (costly, exit an issue)
- Pedestrian / cycle combination (share route side by side, or stack)
- Bicycle on one-side only; pedestrians on one-side only
- Overpass of rail incorporating Wellington Street West and Sherbourne Street (cost estimated at \$1M+)
- Provide minimal improvements through signing and traffic calming (i.e. install "Share the Road" signs at east and west approach to underpass), repaving and lighting (for better visibility of cyclists)

Barriers, Challenges and Opportunities:

- Hazardous railway crossing and narrow underpass creates a bottleneck
 - Heavy traffic at intersection of Wellington Street West and Carmen's Way
 - Poor road conditions such as potholes and heaving due to heavy vehicles and high traffic volume
 - With exception of providing minimal improvements, cost of carrying out proposed options are prohibitive and therefore, route #4 is not recommended but perhaps can be considered at a later date
-



Route 5: Residential, School and Park areas west of CN Railway





Route 5: Residential, School and Park areas west of CN Railway

- Conmee Avenue west onto Wellington Street West, north on Wellington Street West onto Henrietta Avenue, west on Henrietta Avenue onto Farewell Terrace, south on Farewell Terrace onto Douglas Street, west on Douglas Street onto Goulais Avenue, south on Goulais Avenue onto Wallace Terrace, west on Wallace Terrace to Allen's Side Road

Destination Points / Employment Areas:

- Residential, school and park areas in west Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on Conmee Avenue west
- 2 lane, 2-way paved roadway on Wellington Street West
- 2 lane, 2-way paved roadway with parking on Henrietta Avenue
- 2 lane, 2-way paved roadway on Farewell Terrace
- 2 lane, 2-way paved roadway with parking on Douglas Street
- 2 lane, 2-way paved roadway with parking on Goulais Avenue
- 4 lane, 2-way paved roadway between Goulais and Rowell Avenue on Wallace Terrace; 2 lane, 2-way paved roadway between Rowell Avenue and Allen's Side Road

Proposed Route Types:

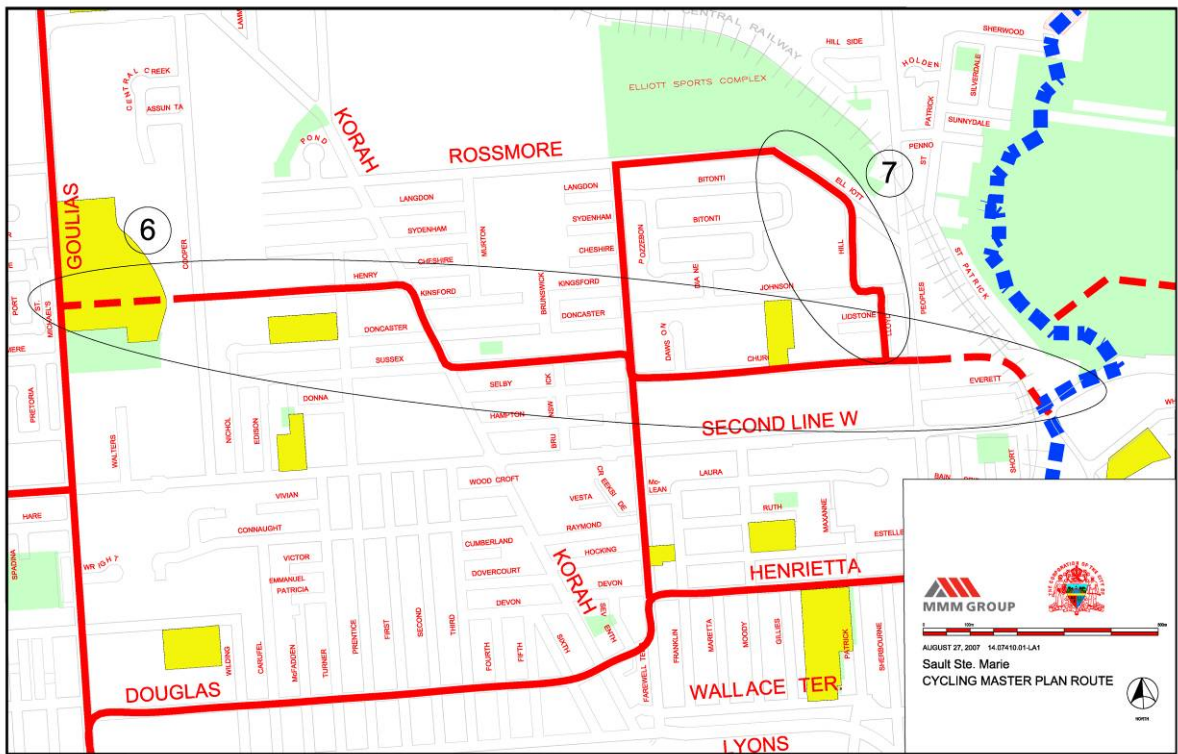
- Signed-only cycling route along Conmee Avenue west to Wallace Terrace
- Signed-only cycling route on wide curb lane with pavement markings along Wallace Terrace

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - High volume traffic areas on Wallace Terrace
 - A less direct route than Wallace Terrace however, provides a more accommodating cycling environment in terms of traffic volume
-



Route 6: Residential, School and Park areas via Churchill Avenue to Goulais Avenue
Route 7: Elliot Sports Complex via Churchill Avenue





Route 6: Residential, School and Park areas via Churchill Avenue to Goulais Avenue

- Establish trail connection from Hub Trail at Second Line and Carmen's Way to Churchill Avenue and People's Road, west on Churchill Avenue to Farewell Terrace, north on Farewell Terrace to Sussex Road, west on Sussex Road to Korah Road, northwest on Korah Road to Henry Street, west along Henry Street across Cooper Street, establish trail connection through Sault Ste. Marie Region Conservation Authority (SSMRCA) and Korah Collegiate High School property to Goulais Avenue

Destination Points / Employment Areas:

- Residential, school and park areas in west Sault Ste. Marie including Korah Collegiate High School
- McMeeken Recreation Centre

Existing Route:

- No existing trail connection from Hub Trail at Second Line and Carmen's Way to Churchill Avenue and People's Road (current use of area = City snow dump area)
- 2 lane, 2-way paved roadway on Churchill Avenue
- 2 lane, 2-way paved roadway on Farewell Terrace
- 2 lane, 2-way paved roadway with parking on Sussex Road
- 2 lane, 2-way paved roadway on Korah Road
- 2-lane, 2-way paved roadway with parking on Henry Street
- Informal trail from Henry Street west to Cooper Street
- No existing trail connection from Cooper Street across SSMRCA property and East Davignon Creek (note: small bridge exists north of informal path that traverses creek), and through Korah Collegiate High School property to Goulais Avenue

Proposed Route Types:

- 3.5 m wide multi-use off-road bikeway route from Hub Trail to People's Road
- 3.5 m wide multi-use off-road bikeway route with bridge from Korah Collegiate High School along Henry Street to Korah Road
- Signed-only cycling route on other roads

Barriers, Challenges and Opportunities:

- Establishment of off road trail connections through existing City snow dump; from Henry Street to Cooper Street; from Cooper Street to Goulais Avenue (need to co-ordinate with SSMRCA and Algoma District School Board)
- Integrate small bridge existing between Goulais Avenue and Cooper Street north of trail traversing creek
- Roadway and driveway intersections
- Provide more bicycle parking and amenities at McMeeken Recreation Centre and Korah High School

Route 7: Elliot Sports Complex via Churchill Avenue

- From Churchill Avenue and Lloyd Street, north on Lloyd Street to Johnson Avenue, west on Johnson Avenue to Hill Street, north on Hill Street to Elliot Road, northwest on Elliot Road onto Rossmore Road

Destination Points / Employment Areas:

- Elliot Sports Complex
- Residential areas in west Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on Churchill Avenue
- 2 lane, 2-way paved roadway on Lloyd Street
- 2 lane, 2-way paved roadway with parking on Johnson Avenue
- 2 lane, 2-way paved roadway on Hill Street
- 2 lane, 2-way paved roadway on Elliot Road
- 2 lane, 2-way paved roadway with parking on Rossmore Road

Proposed Route Type:

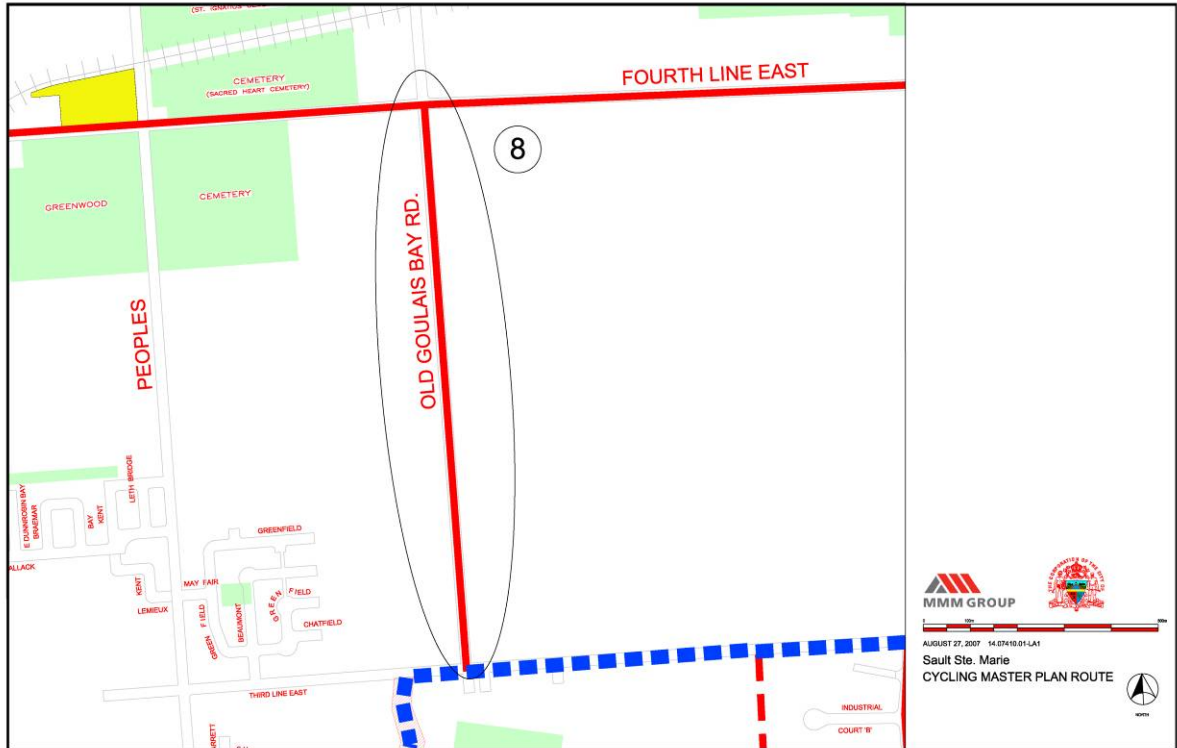
- Signed-only cycling route on wide curb lane with pavement markings

Barriers, Challenges and Opportunities:

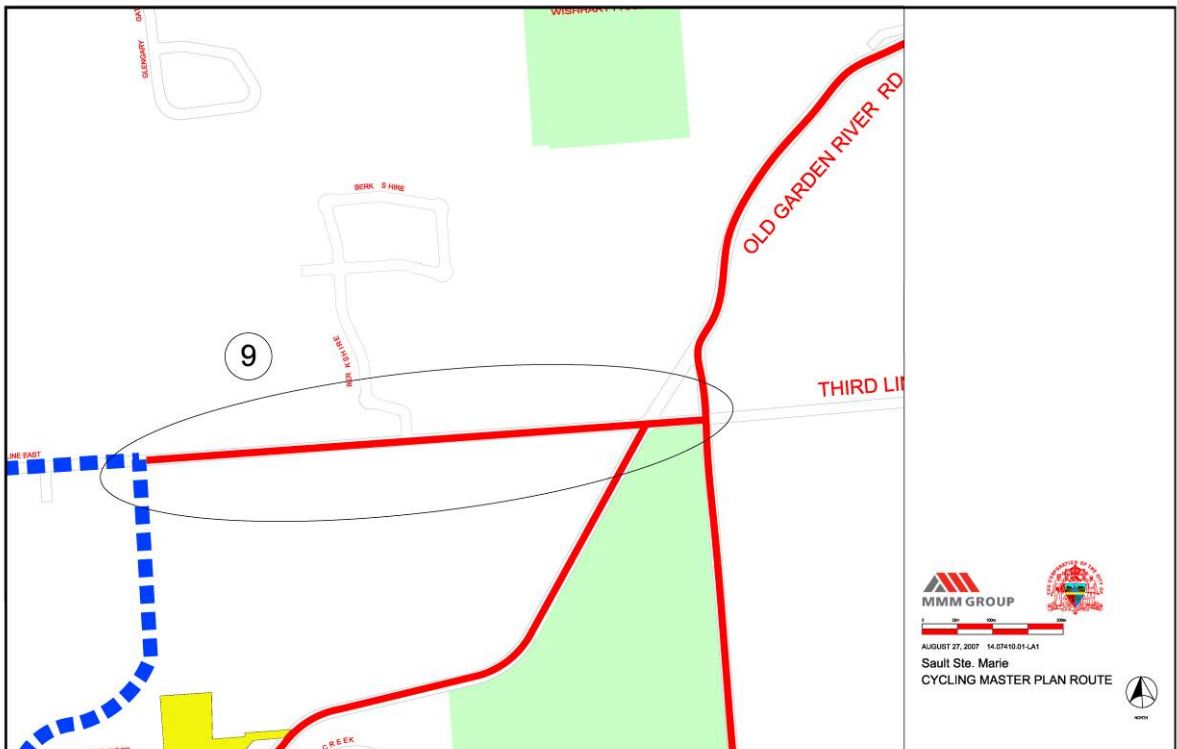
- Roadway and driveway intersections
- Provision of bicycle parking and amenities at Elliot Sports Complex



Route 8: Closer access to Recreation / Fort Creek / Conservation Areas via Old Goulais Bay Road between Third and Fourth Line



Route 9: Future Hospital / Strathclair Sports Complex and closer access to Park / Conservation Areas in northeast Sault Ste. Marie via Third Line





Route 8: Closer access to Recreation / Fort Creek / Conservation Areas via Old Goulais Bay Road between Third and Fourth Line

- From Hub Trail at Third Line East and Old Goulais Bay Road, north on Old Goulais Bay Road to Fourth Line

Destination Points / Employment Areas:

- Residential and closer access to park areas in northwest Sault Ste. Marie

Existing Route:

- 4 lane, 2-way paved roadway with paved shoulder on Old Goulais Road

Proposed Route Type:

- Signed-only cycling route on expanded paved shoulder

Barriers, Challenges and Opportunities:

- Possibly higher traffic speed
 - Route is good for experienced cyclists but may be isolating / challenging for casual recreational cyclist
 - Roadway intersections and driveways are often hidden
-

Route 9: Future Hospital / Strathclair Sports Complex and closer access to Park / Conservation Areas in northeast Sault Ste. Marie via Third Line

- From Hub Trail at north-easternmost corner and Third Line, east on Third Line across Old Garden River Road to Black Road

Destination Points / Employment Areas:

- Residential and park areas in north Sault Ste. Marie urban boundary
- Future hospital site and residences
- Strathclair Farm Sports Complex

Existing Route:

- 4 lane, 2-way paved roadway with gravel shoulder on Third Line East

Proposed Route Type:

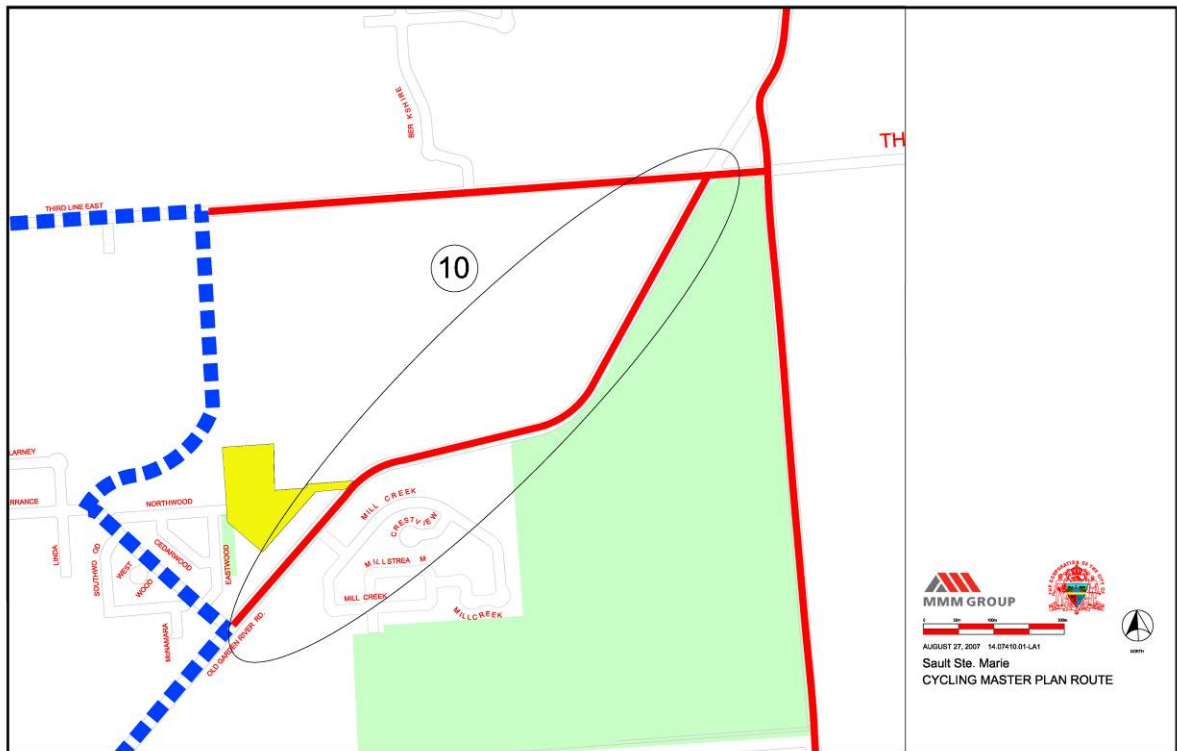
- Multi-use boulevard trail continuing from multi-use boulevard trail being planned for new hospital development area and bicycle lanes for cyclists

Barriers, Challenges and Opportunities:

- High traffic speed
 - High traffic volume (anticipated with future construction)
 - Integrate multi-use trail facility with construction of Future Hospital Site
 - Intersection of Third Line East with Old Garden River Road
 - Intersection of Third Line East with Black Road
 - Steep grade on Third Line East between Birkshire Place and Old Garden River Road
 - Provision of bicycle parking and amenities at Future hospital site and residences, and Strathclair Farm Sports Complex
-



Route 10: Strathclair Farm Sports Complex via Old Garden River Road between Hub Trail (at Old Garden River Road) and Third Line East





Route 10: Strathclair Farm Sports Complex via Old Garden River Road between Hub Trail (at Old Garden River Road) and Third Line East

- From Hub Trail at Old Garden River Road, northeast on Old Garden River Road to Third Line East

Destination Points / Employment Areas:

- Strathclair Farm Sports Complex
- Residential, school and park areas in east Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway with paved shoulders on Old Garden River Road

Proposed Route Type:

- Signed-only cycling route on paved shoulder with line striping between shoulder and lane

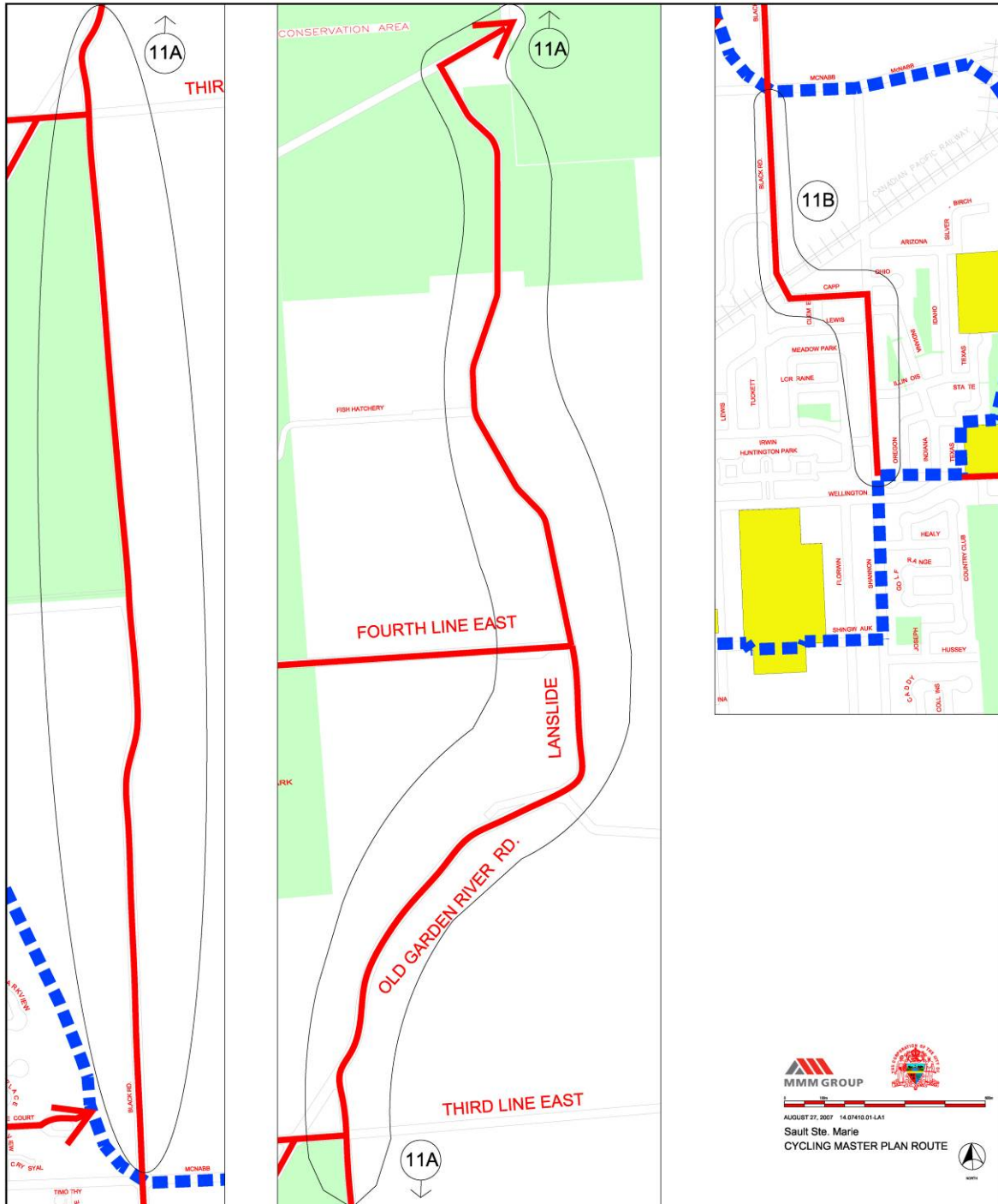
Barriers, Challenges and Opportunities:

- High traffic speed
 - Roadway and driveway intersections
 - Steep grades along Old Garden River Road
 - Provision of bicycle parking and amenities at Strathclair Farm Sports Complex
-



Route 11A: Finn Hill, Strathclair Farm Sports Complex, parks and 500 Finnish Nordic Ski Club, Wishhart Park, Crystal Creek / Hiawatha Highlands Conservation Area, Hiawatha Park and northeast Sault Ste. Marie via Black, Old Garden River and Landslide Road

Route 11B: Finn Hill towards Hub Trail and Waterfront via Black Road from McNabb Street





Route 11A: Finn Hill, Strathclair Farm Sports Complex, parks and 500 Finnish Nordic Ski Club, Wishhart Park, Crystal Creek / Hiawatha Highlands Conservation Area and Hiawatha Park in northeast Sault Ste. Marie via Black, Old Garden River and Landslide Road

- From Hub Trail at McNabb Street and Black Road, north on Black Road onto Old Garden River Road onto Landslide Road across Fourth Line East to Fifth Line East at Hiawatha Highlands Conservation Area and past to Sixth Line East

Destination Points / Employment Areas:

- Finn Hill
- Strathclair Farm Sports Complex
- Wishhart Park
- Ministry of Natural Resources (MNR) Fish Hatchery
- Crystal Creek Conservation Area (includes mountain bike trails)
- Hiawatha Highlands Conservation Area / Hiawatha Park
- Kinsmen Park

Existing Route:

- 4 lane, 2-way paved roadway with paved shoulder on Black Road
- 2 lane, 2-way paved roadway with paved shoulder on Old Garden River and Landslide Road

Proposed Route Type:

- Signed-only cycling route on paved shoulder with line striping between shoulder and lane

Barriers, Challenges and Opportunities:

- Providing cycling facility on Black Road between McNabb Street to Second Line will require approval from the Ontario Ministry of Transportation (MTO)
- High traffic speed
- Roadway and driveway intersections
- Steep grades and poor road conditions on Landslide Road between Old Garden River Road past Fourth and Fifth Line East
- Provision of bicycle parking and amenities at Strathclair Farm Sports Complex, and the various parks and conservation areas

Route 11B: Finn Hill towards Hub Trail and Waterfront via Black Road from McNabb Street

- From Black Road and McNabb Street, south on Black Road across level railway crossing onto Capp Avenue, east on Capp Avenue to Shannon Road, south on Shannon Road to Hub Trail north of Wellington Street East

Destination Points / Employment Areas:

- Finn Hill
- Hub Trail
- Waterfront

Existing Route:

- 4 lane, 2-way paved roadway with paved shoulder on Black Road
- 2 lane, 2-way paved roadway on Capp Avenue
- 2 lane, 2-way wide paved roadway with parking on Shannon Road

Proposed Route Types:

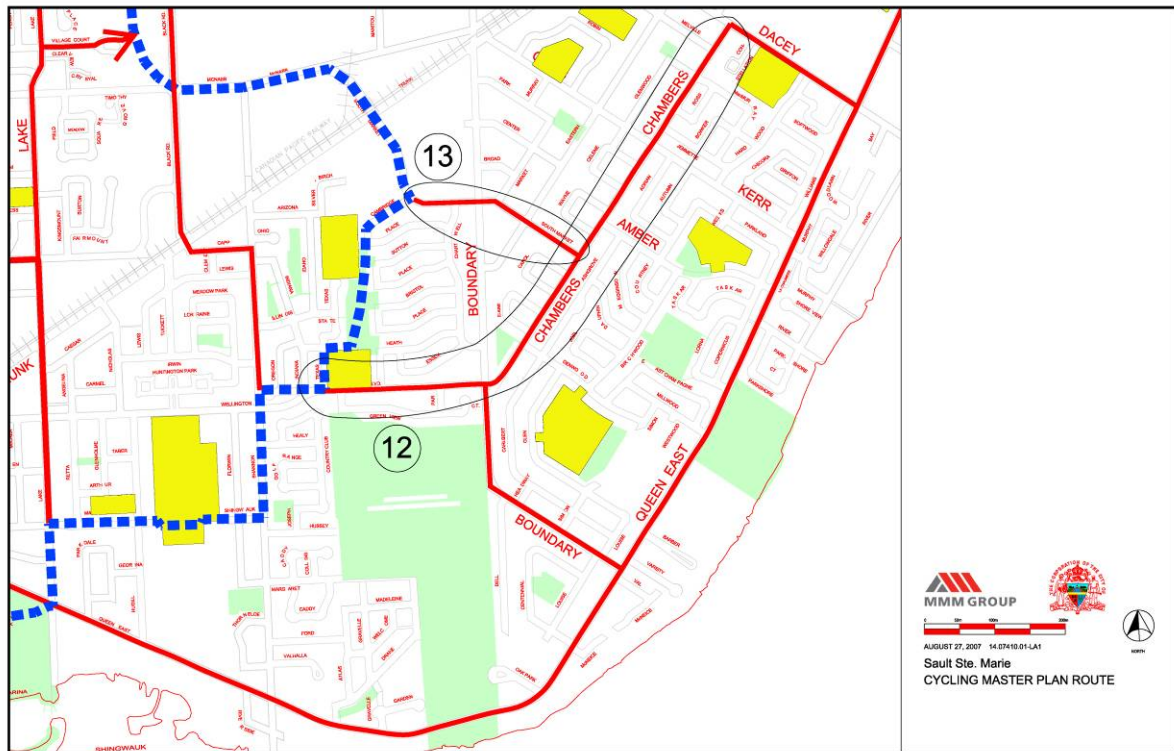
- Signed-only cycling route on paved shoulder on Black Road
- Signed-only cycling route on Capp Avenue
- Signed-only cycling route on wide curb lane with pavement markings on Shannon Road

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
- At grade railway crossing



Route 12: Residential, School and Park areas via Bennett Boulevard / Chambers Avenue
Route 13: Residential, School and Park areas via South Market Street





Route 12: Residential, School and Park areas via Bennett Boulevard / Chambers Avenue

- From Hub Trail at Texas Avenue and Bennett Boulevard, east on Bennett Road to Chambers Avenue, northeast on Chambers Road to Dacey Road

Destination Points / Employment Areas:

- Residential, school and park areas in east Sault Ste. Marie
- Theatre

Existing Route:

- 4 lane, 2-way paved roadway on Bennett Boulevard
- 2 lane, 2-way tar and gravel roadway with ditches on Chambers Avenue

Proposed Route Types:

- Signed-only cycling route on wide curb lane with pavement markings on Bennett Boulevard
- Signed route on paved shoulder on Chambers Avenue

Barriers, Challenges and Opportunities:

- Roadway intersections and driveways particularly Bennett Boulevard and Boundary Road
-

Route 13: Residential, School and Park areas via South Market Street

- From Hub Trail at South Market Street, east on South Market Street to Chambers Street

Destination Points / Employment Areas:

- Residential, school and park areas in east Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on South Market Street

Proposed Route Type:

- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Roadway intersections and driveways
-

Note: Trail running between Hub Trail on McNabb Street and Trunk Road

- Remove sign located on informal trail between Hub Trail / McNabb Street east of Black Road and Trunk Road / Shannon Road as the trail does not meet the vision of the Cycling Master Plan Route, and the CP Railway crossing may subject trail users to hazards and / or risk (sign may be re-located to another trail)

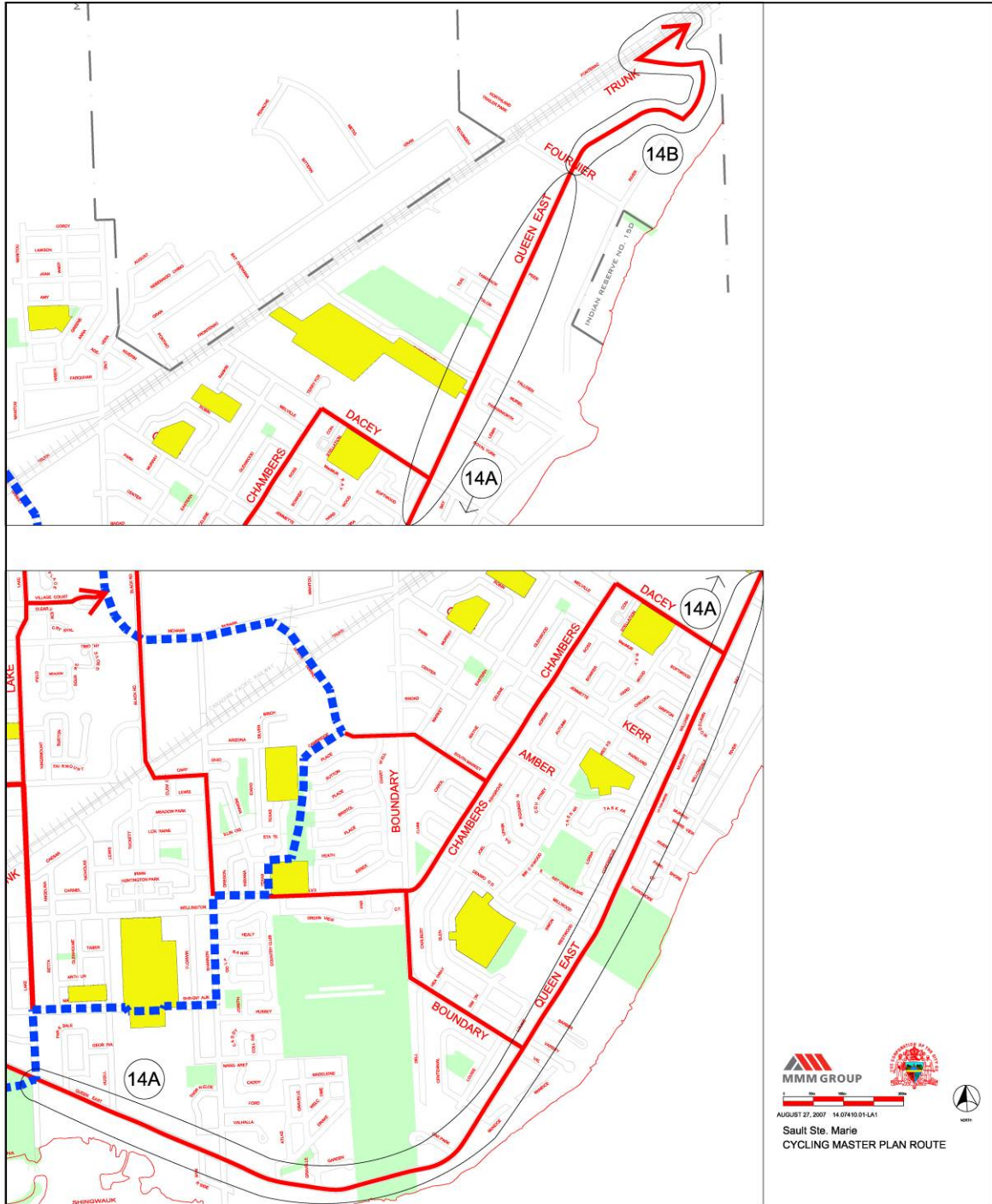


View of informal trail off McNabb Street



Route 14A: Waterfront, Residential, School and Park areas via Queen Street East

Route 14B: Towards Batchewana 1st Nation Rankin Reserve via Fournier Road and easterly extension of Queen Street East through new subdivision development





Route 14A: Waterfront, Residential, School and Park areas via Queen Street East

- From Hub Trail at Queen Street East and Lake Street, east along Queen Street East to Fournier Road

Destination Points / Employment Areas:

- Residential, schools and park areas in southeast Sault Ste. Marie
- Algoma College
- Downtown

Existing Route:

- 4 lane, 2-way paved roadway between Lake Street and Barber Boulevard
- 4 lane, 2-way paved roadway with paved shoulder between Barber Boulevard and Fournier Road

Proposed Route Type - Options:

- Three lane vehicular and two bicycle lanes
- Signed-only cycling route on wide curb lane with pavement markings between Lake Street and Barber Boulevard
- Signed-only route on paved shoulder between Barber Boulevard and Fournier Road

Barriers, Challenges and Opportunities:

- High traffic volume and speed
 - Roadway intersections and driveways
 - Transition between cycling facility types at Barber Boulevard
 - Provision of bicycle parking and amenities at Algoma College
-

Route 14B: Towards Batchewana 1st Nation Rankin Reserve via Fournier Road and easterly extension of Queen Street East through new subdivision development

- From Fournier Road at Queen Street East, northeast and west on proposed roadway (easterly extension of Queen Street East) through new subdivision development to Trunk Road, northeast along Trunk Road / Highway 17 towards Batchewana 1st Nation Rankin Reserve

Destination Points / Employment Areas:

- Batchewana 1st Nations Rankin Reserve
- Garden River 1st Nations Reserve
- Access to Highway 17 towards Echo Bay

Existing Route:

- 2-lane, 2-way paved roadway on Fournier Road
- new residential roadways to be constructed
- 4-lane, 2-way paved roadway on Trunk Road
- 4-lane, 2-way paved roadway with paved shoulder on Highway 17

Proposed Route Type - Options:

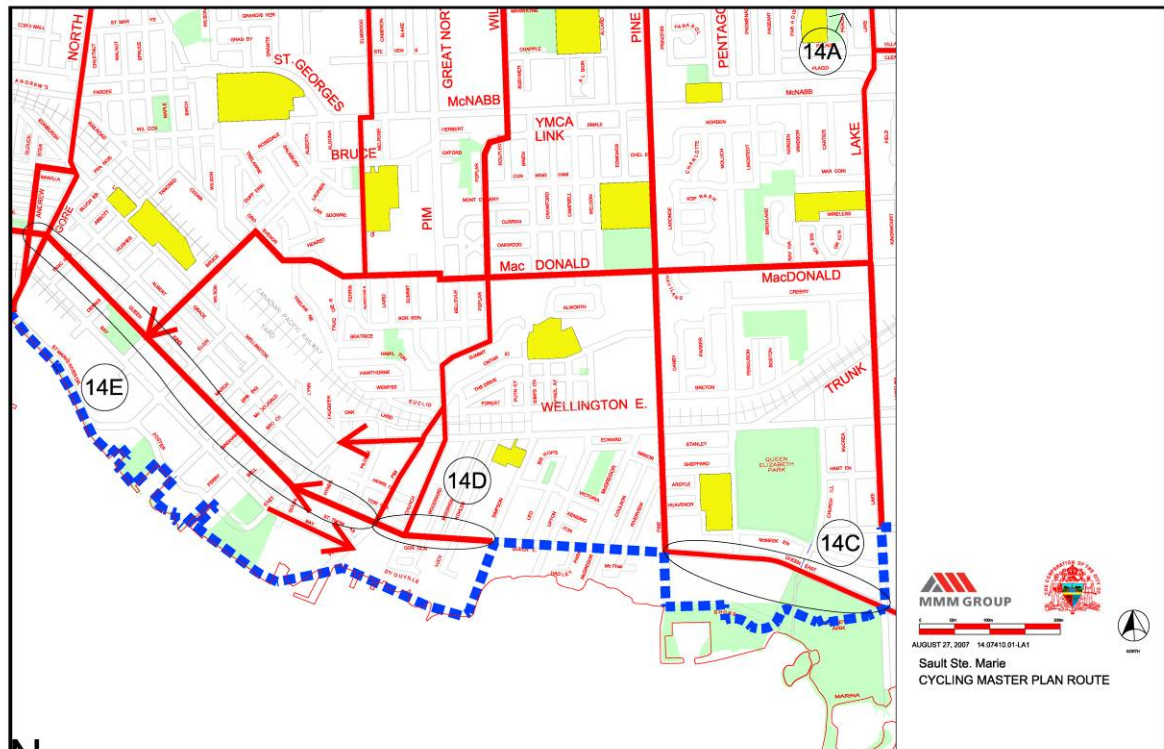
- Signed-only cycling route on Fournier Road
- Signed-only cycling route on new residential roadways
- Signed-only cycling route on wide curb lane with pavement markings on Trunk Road
- Signed-only cycling route on paved shoulder with line striping between shoulder and lane on Highway 17

Barriers, Challenges and Opportunities:

- High traffic volume and speed
 - Roadway intersections and driveways
 - CP Railway crossing at Frontenac Street and railway line paralleling Highway 17
-



Route 14C: Towards Downtown core via Queen Street East
Route 14D: Towards Downtown core via Queen Street East
Route 14E: Downtown core via Queen Street East





Route 14C: Towards downtown core via Queen Street East

- From Hub Trail at Queen Street East and Lake Street, west along Queen Street East to Hub Trail at Pine Street

Destination Points / Employment Areas:

- Downtown core

Existing Route:

- 4-lane, 2-way paved roadway

Proposed Route Type - Options:

- Three lane vehicular and two bicycle lanes
- Review other options for bicycle friendly street design

Barriers, Challenges and Opportunities:

- Queen Street retrofitting to accommodate bicycle friendly street design
 - High traffic volume
 - Roadway intersections, driveways and busy downtown core parking needs
 - Provision of bicycle parking and amenities in downtown core
-

Route 14D: Towards downtown core via Queen Street East

- From Hub Trail at Queen Street East and Simpson Street, west along Queen Street East to Pim Street

Destination Points / Employment Areas:

- Downtown core

Existing Route:

- 4-lane, 2-way paved roadway

Proposed Route Type - Options:

- Three lane vehicular and two bicycle lanes
- Review other options for bicycle friendly street design

Barriers, Challenges and Opportunities:

- Queen Street retrofitting to accommodate bicycle friendly street design
 - High traffic volume
 - Roadway intersections, driveways and busy downtown core parking needs
 - Provision of bicycle parking and amenities in downtown core
-

Route 14E: Downtown core via Queen Street East

- From Queen Street East at Pim Street, west along Queen Street East to Gore / Andrew Street

Destination Points / Employment Areas:

- Downtown core

Existing Route:

- 2-lane, 1-way paved roadway with parking on either side of lane through downtown core

Proposed Route Type - Options:

- Signed-only cycling route with traffic calming (i.e. raised intersections, traffic signal timing)
- Review other options for bicycle friendly street design

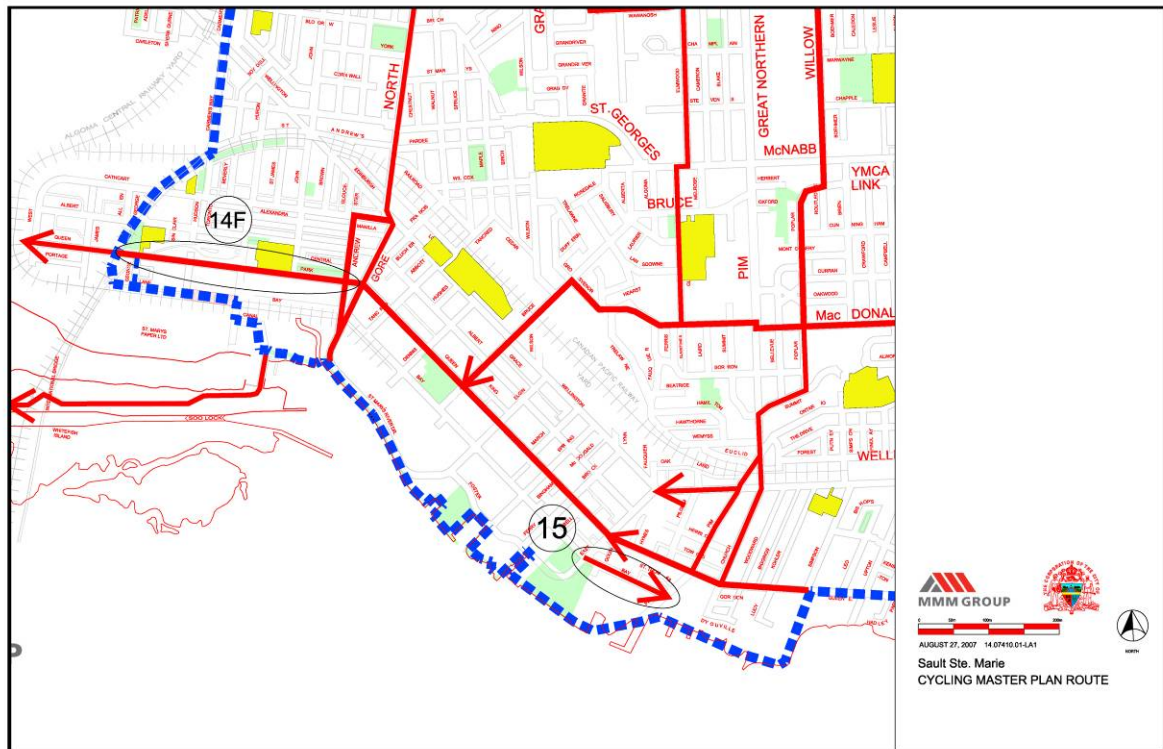
Barriers, Challenges and Opportunities:

- Queen Street retrofitting to accommodate bicycle friendly street design
 - High traffic volume
 - Roadway intersections, driveways and busy downtown core parking needs
 - Provision of bicycle parking and amenities in downtown core
-



Route 14F: Downtown core towards Algoma Steel via Queen Street West

Route 15: Bush Plane Museum / Heritage Homes / Library via Bay Street





Route 14F: Downtown core towards Algoma Steel via Queen Street West

- Gore / Andrew Streets at Queen Street West, west along Queen Street West to Hub Trail

Destination Points / Employment Areas:

- Downtown core
- Algoma Steel

Existing Route:

- 2-lane, 1-way paved roadway with parking

Proposed Route Type – Options:

- Bicycle lanes
- Signed-only cycling route with pavement markings

Barriers, Challenges and Opportunities:

- High traffic volume
 - Roadway intersections, driveways and busy downtown core parking needs
 - Provision of bicycle parking and amenities in downtown core and Algoma Steel
-

Route 15: Bush Plane Museum / Heritage Homes / Library via Bay Street

- From East Street at Bay Street, east along Bay Street to Pim Street

Destination Points / Employment Areas:

- Bush Plane Museum
- Heritage Homes
- Library

Existing Route:

- 2-lane, 1-way paved roadway with parking

Proposed Route Type:

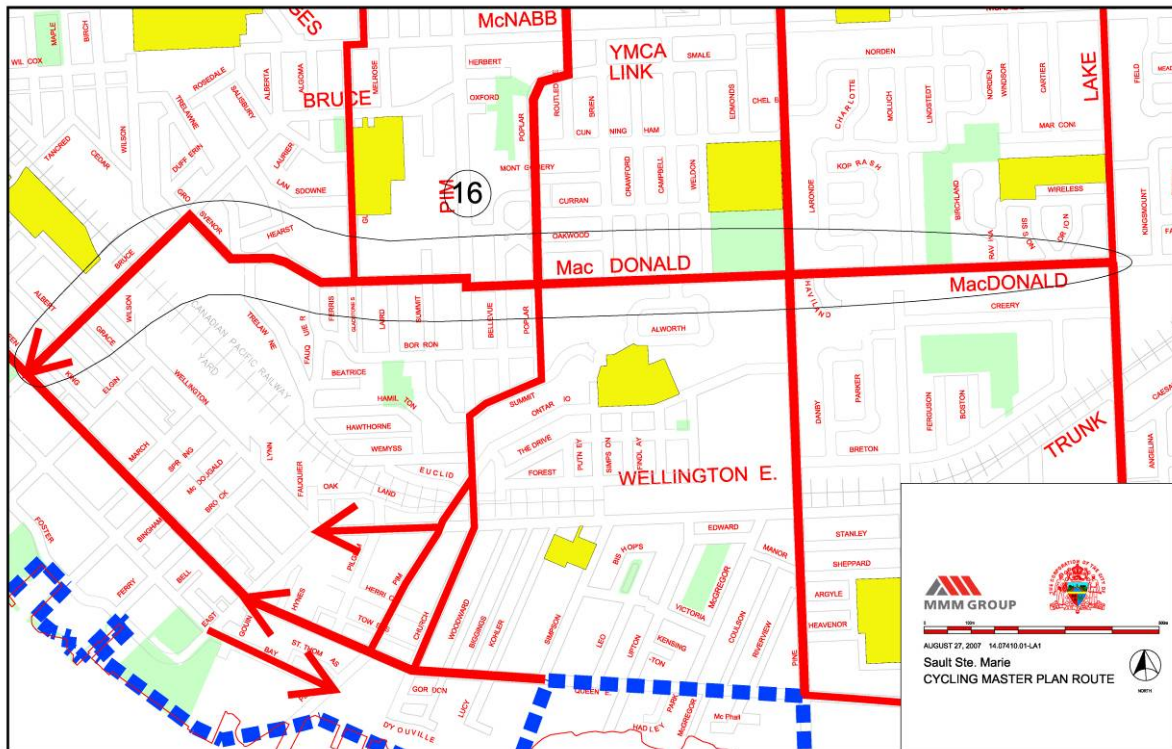
- Bicycle lanes on south side of Bay Street separated from motor vehicle traffic by physical barrier

Barriers, Challenges and Opportunities:

- Bay Street retrofitting to accommodate bicycle friendly street design including physical barrier between vehicular and cycling route
 - High traffic volume
 - Roadway intersections, driveways and busy downtown core parking needs
 - Provision of bicycle parking and amenities in downtown core, Bush Plane Museum, Heritage Homes and Library
-



Route 16: Downtown / Queen Street West via MacDonald Avenue





3.2.3 Spoke Route Description – Inside Hub Perimeter Loop

To provide connections and access to secondary destinations, employment areas, facilities and establishments located within the Hub Trail, the following “spokes” are recommended:

Route 16: Downtown / Queen Street West via MacDonald Avenue

- From MacDonald Avenue and Lake Street, west on MacDonald Avenue onto Grosvenor Avenue to Bruce Street, south on Bruce Street to Downtown / Queen Street West

Destination Points / Employment Areas:

- Downtown core
- Residential, school and park areas in south central Sault Ste. Marie
- Penhorwood Park

Existing Route:

- 2 lane, 2-way wide paved roadway on MacDonald Avenue east of Pim and Lake Street
- 2 lane, 2-way paved roadway on Grosvenor Avenue and MacDonald West of Pim Street
- 2 lane, 2-way paved roadway with parking on Bruce Street

Proposed Route Type – Options:

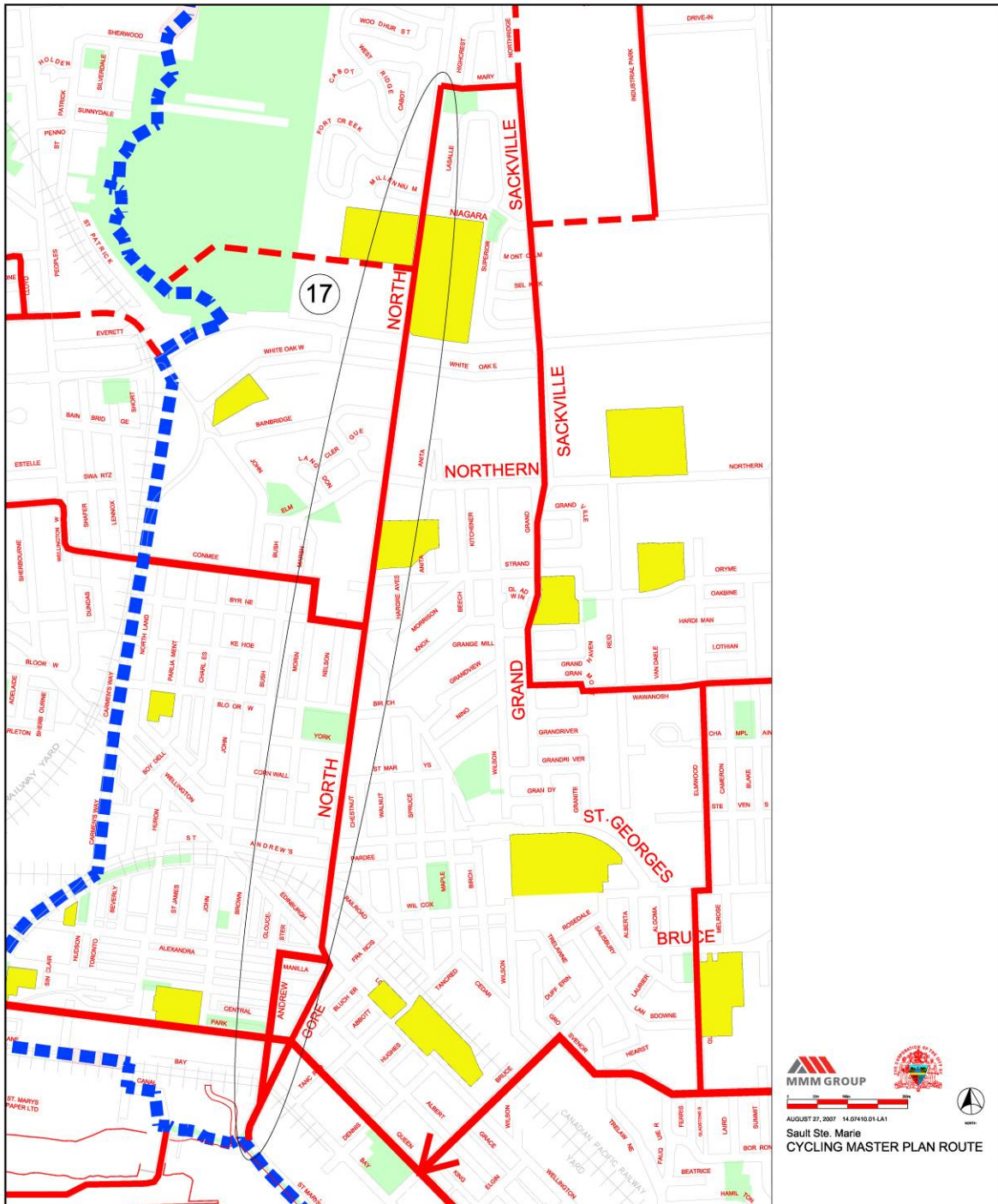
- Signed-only cycling route on wide curb lane with pavement markings
- Bicycle lanes are possible on these side paved roads

Barriers, Challenges and Opportunities:

- Steep grade between Bruce Street and South Gladstone Avenue
 - At grade railway crossing between Grosvenor Avenue and Wellington Street West
 - Roadway and driveway intersections
-



Route 17: Downtown / Queen Street West via North Street and Gore / Andrew Street





Route 17: Downtown / Queen Street West via North Street and Gore / Andrew Street

- From North Street and Mary Avenue, south on North Street across Wellington Street onto Cathcart Street, follow Cathcart Street onto Gore / Andrew St. (1-way streets) across Queen Street West and Bay Street to Hub Trail along St. Mary's River Drive

Destination Points / Employment Areas:

- Downtown core
- Residential, school and park areas in west central Sault Ste. Marie

Existing Route:

- 2 lane, 2-way wide paved roadway on North Street
- 2 lane, 2-way paved roadway with parking on Cathcart Street
- 2 lane, 1-way north paved roadway on Gore Street
- 2 lane, 1-way south paved roadway on Andrew Street

Proposed Route Types:

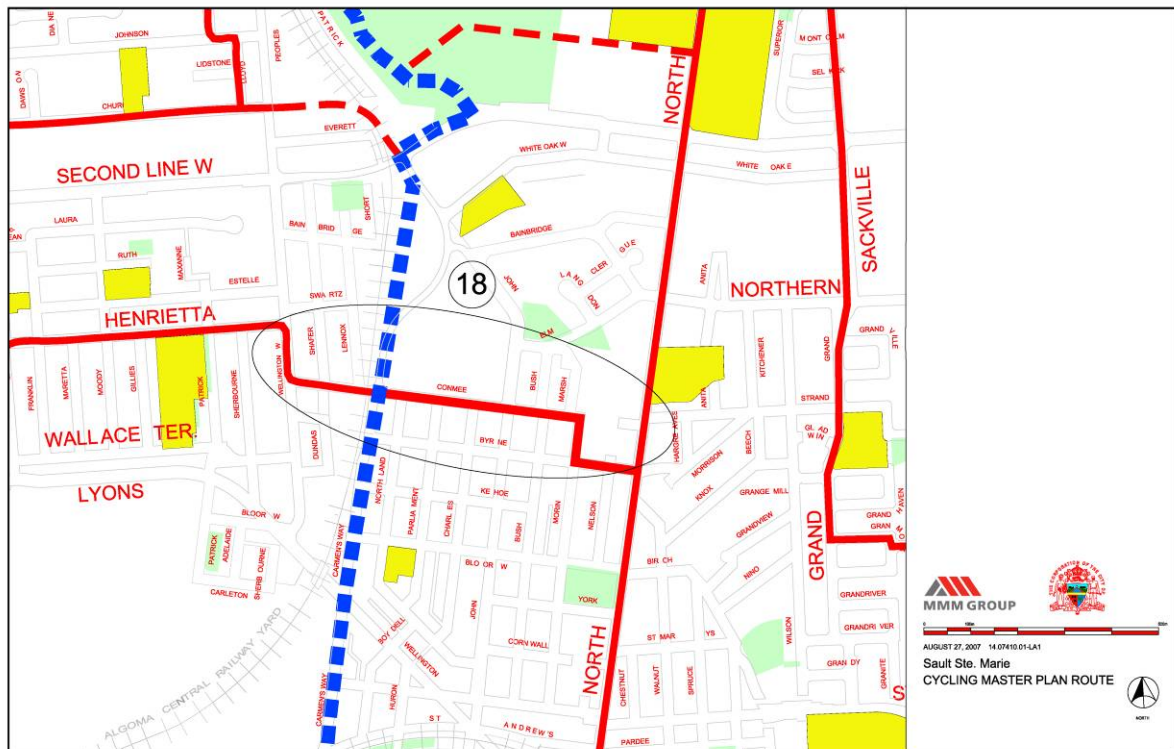
- Bicycle lanes on North Street
- Signed-only cycling route on Cathcart Street
- Signed-only cycling route on wide curb lane with pavement markings on Gore Street
- Signed-only cycling route on wide curb lane with pavement markings on Andrew Street

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Steep grade between Stand and Byrne Avenue
 - At grade railway crossing
 - 1-way streets
-



Route 18: West End via Conmee Avenue





Route 18: West End via Conmee Avenue

- From North Street and Byrne Avenue, west on Byrne Avenue to Morin Street, north on Morin Street to Conmee Avenue, west on Conmee Avenue past Carmen's Way

Destination Points / Employment Areas:

- Connection to residential, schools and park areas in west Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on Byrne Avenue
- 2 lane, 2-way paved roadway on Morin Street
- 2 lane, 2-way paved roadway on Conmee Avenue

Proposed Route Type:

- Signed-only cycling route on wide curb lane with pavement markings

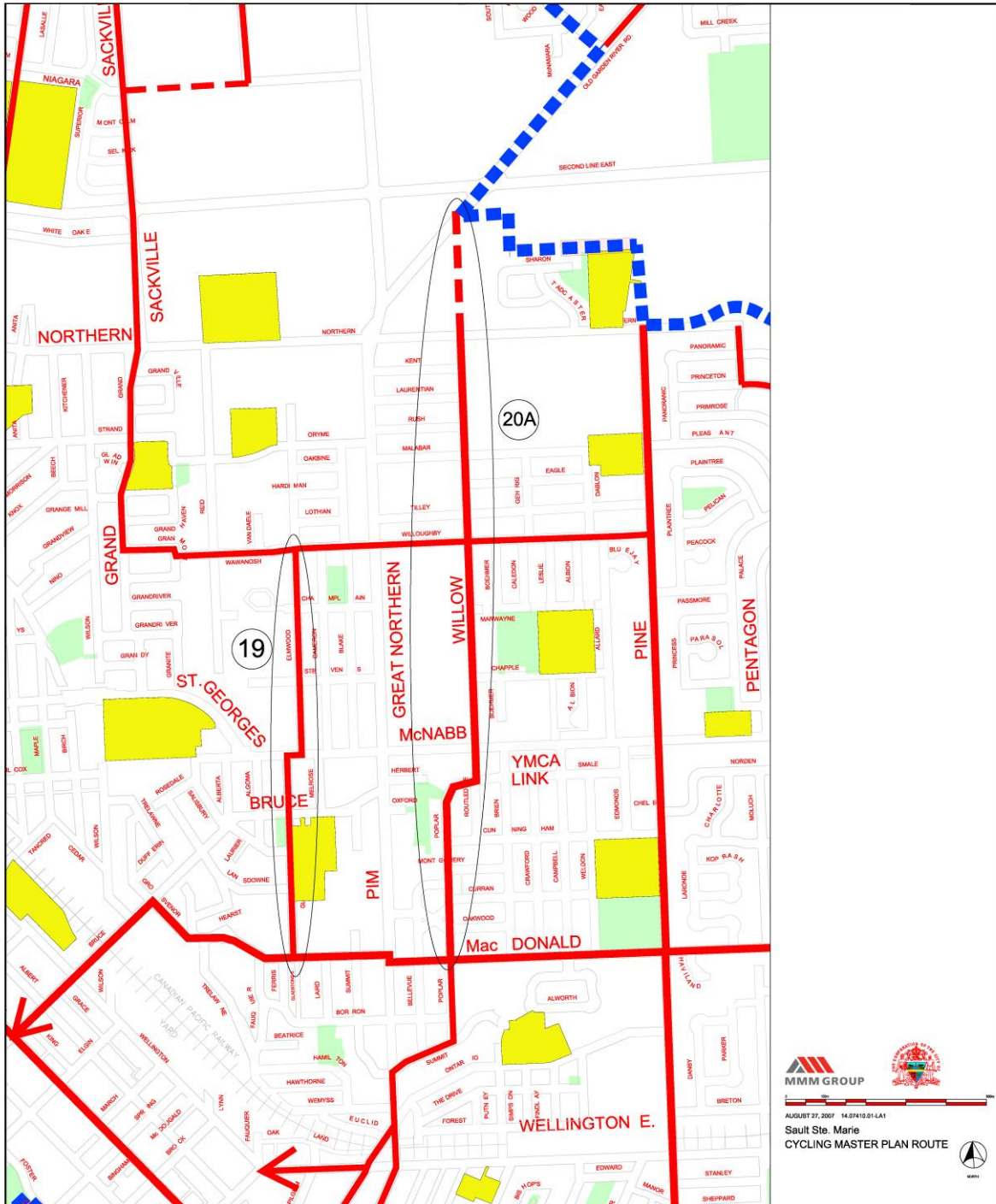
Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Steep grade between Stand and Byrne Avenue
 - Approaching at grade railway crossing at Conmee Avenue
-



Route 19: Towards Downtown via Elmwood / Gladstone Avenue

Route 20A: Towards Downtown / Queen West via Willow Avenue / Poplar Avenue





Route 19: Towards Downtown via Elmwood / Gladstone Avenue

- From Wawanosh and Elmwood Avenue, south on Elmwood Avenue to McNabb Street, west on McNabb Street to Gladstone Avenue, south on Gladstone Avenue to MacDonald Avenue

Destination Points / Employment Areas:

- Towards downtown core
- Residential, school and park areas in central Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on Elmwood Avenue
- 2 lane, 2-way wide paved roadway on McNabb Street
- 2 lane, 2-way paved roadway on Gladstone Avenue

Proposed Route Type:

- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
-

Route 20A: Towards Downtown / Queen West via Willow Avenue / Poplar Avenue

- Establish trail connection from Old Garden River Road to Northern Road at Willow Avenue, south on Willow Avenue to McNabb Street, establish trail connection from McNabb Street through to Smale Avenue, west on Smale Avenue onto Poplar Avenue, south on Poplar Avenue to MacDonald Avenue

Destination Points / Employment Areas:

- Call centre on Old Garden River Road
- Cambrian Mall
- YMCA
- Towards downtown core
- Residential, school and park areas in central Sault Ste. Marie

Existing Route:

- Informal path from Old Garden River Road through to Willow Avenue
- 4 lane, 2-way paved roadway on Willow Avenue
- No existing trail connection from McNabb Street through YMCA property to Smale Avenue
- 2 lane, 2-way paved roadway on Smale Avenue
- 2 lane, 2-way paved roadway with parking on Poplar Avenue

Proposed Route Types:

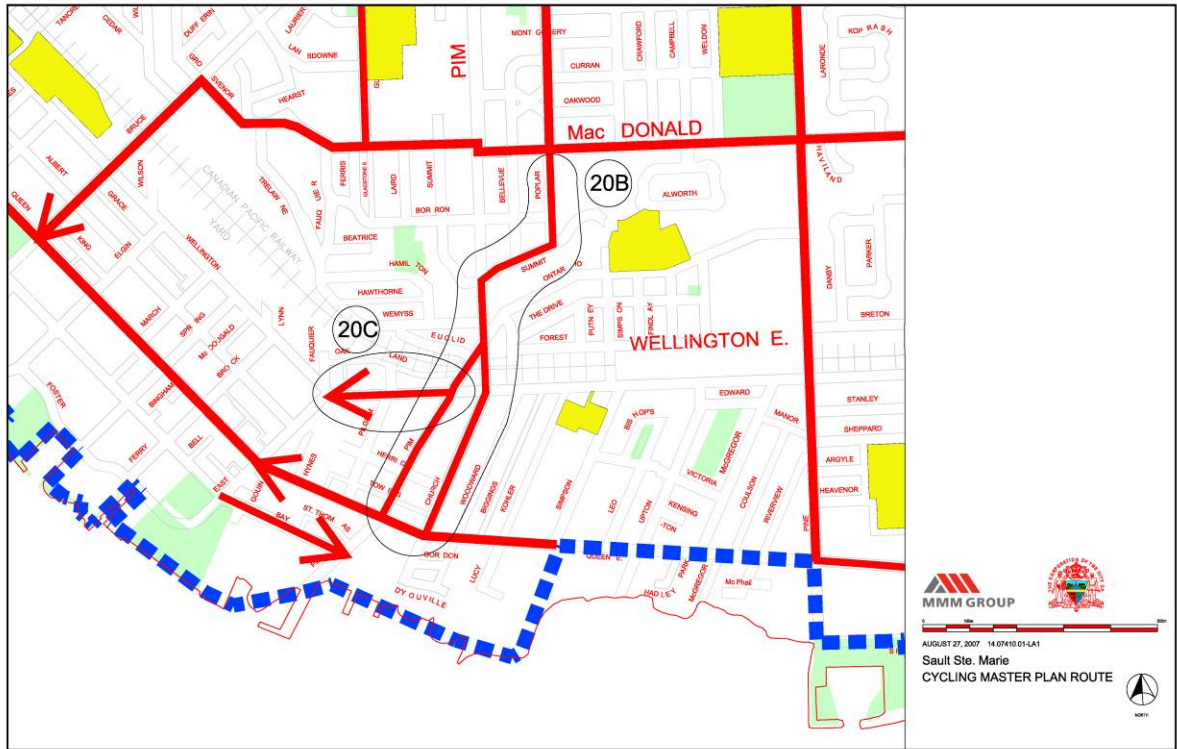
- Multi-use off-road bikeway where no existing road or formal trail exists
- Bicycle lanes on Willow Avenue
- Signed-only cycling route on Smale Avenue
- Signed-only cycling route on Poplar Avenue

Barriers, Challenges and Opportunities:

- Ensure trail connection from Old Garden River Road to Willow Avenue through private lands
 - Establishment of trail connection that provides a clearly identified and safe route from McNabb Street to Smale Avenue through parking lot. The City will need to co-ordinate with YMCA.
 - Roadway and driveway intersections. The intersection at Willow Avenue and Northern Road, and the awkward intersection / entry to YMCA need to be improved.
 - Provision of bicycle parking and amenities at Call Centre, Cambrian Mall and YMCA
-



Route 20B: Towards Downtown / Queen Street via Poplar and Summit Avenue, and Pim / Church Streets
Route 20C: Towards Downtown Core via Wellington Street East





Route 20B: Towards Downtown / Queen Street via Poplar and Summit Avenue, and Pim / Church Streets

- From Poplar and MacDonald Avenue, south on Poplar Avenue to Summit Avenue, southwest on Summit Avenue to Pim Street, south on Pim Street to Church Street, follow Pim Street / Church Street (1-way streets) across Wellington Street towards Queen Street

Destination Points / Employment Areas:

- Towards downtown core

Existing Route:

- 2 lane, 2-way paved roadway on Poplar Avenue
- 2 lane, 2-way paved roadway on Summit Avenue
- 4 lane, 2-way paved roadway on Pim Street between Summit Avenue and Church Street
- 2 lane, 1-way paved roadway southbound on Pim Street
- 2 lane, 1-way paved roadway northbound on Church Street

Proposed Route Types:

- Signed-only cycling route on Poplar Avenue
- Signed-only cycling route on Summit Avenue
- Signed-only cycling route on wide curb lane on Pim Street (2-way)
- Signed-only cycling routes on Pim / Church Street (1-way)

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
- Steep grade and poor road conditions on Pim Street between Summit Avenue and Wellington Street
- Explore / establish possible alternate route to avoid steep grade such as south from Poplar Avenue through Mount St. Joseph College Separate School parking lot property onto Simpson Street. The City would need to co-ordinate with the school.
- 1-way streets

Route 20C: Towards Downtown Core via Wellington Street East

- From Pim Street and Wellington Street East, west on Wellington Street East to East Street

Destination Points / Employment Areas:

- Towards downtown core

Existing Route:

- 4 lane, 1-way paved roadway on Wellington Street East

Proposed Route Type:

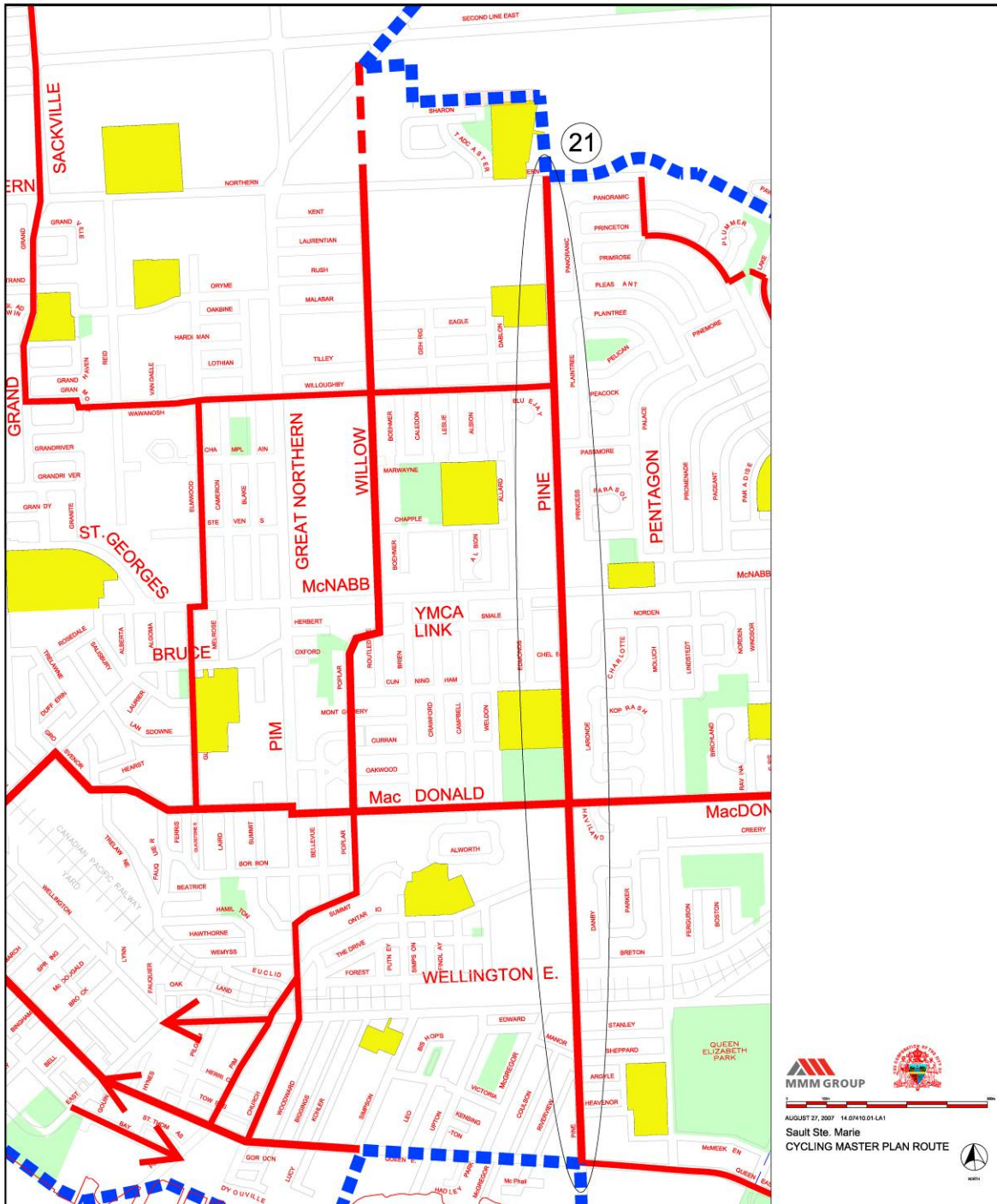
- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
-



Route 21: From Sault College towards Waterfront via Pine Street





Route 21: From Sault College towards Waterfront via Pine Street

- From Hub Trail at Northern Avenue and Pine Street, south on Pine Street across MacDonald Avenue and Wellington Street East to Hub Trail at Queen Street East

Destination Points / Employment Areas:

- Industrial facilities in north central Sault Ste. Marie
- Sault College
- Residential, school and park areas in central Sault Ste. Marie
- Waterfront area

Existing Route:

- 2 lane, 2-way paved roadway with parking on Pine Street

Proposed Route Type:

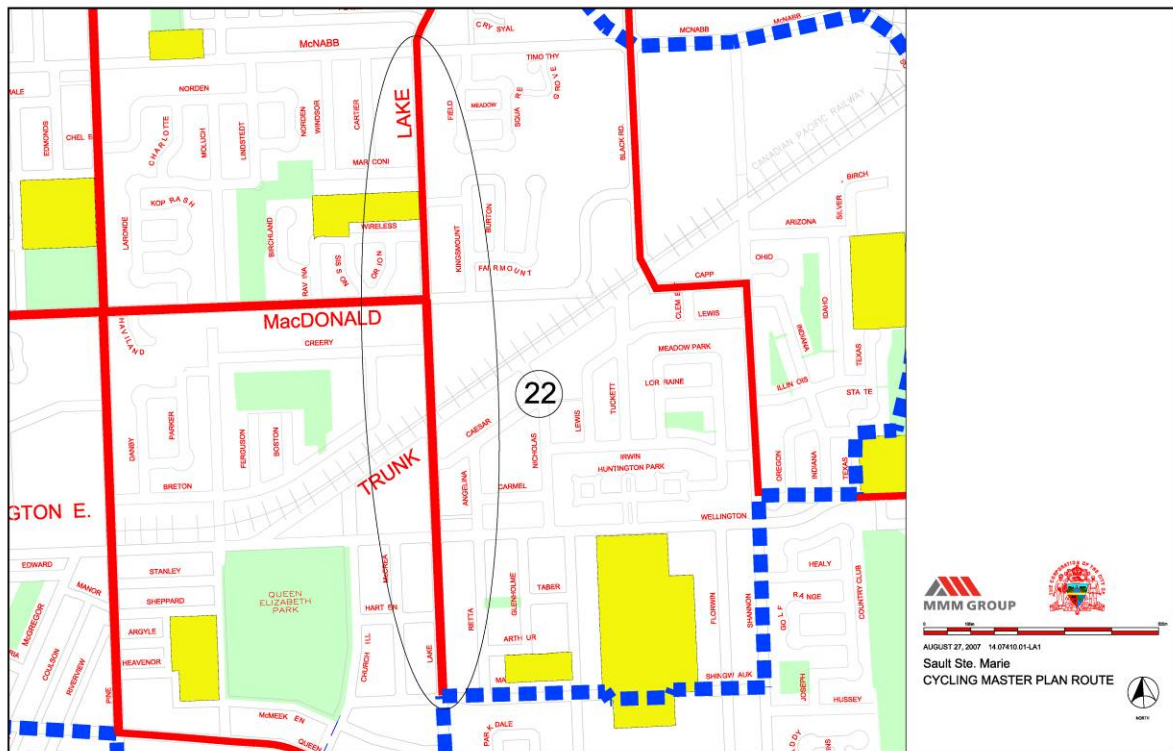
- Bicycle lanes

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Provision of bicycle parking and amenities at Industrial facilities and Sault College
 - On-road parking
-



Route 22: From P-Patch towards Waterfront and Hub Trail via Lake Street





Route 22: From P-Patch towards Waterfront and Hub Trail via Lake Street

- From McNabb Street and Lake Street, south on Lake Street to Hub Trail at Mark Street

Destination Points / Employment Areas:

- Waterfront – Bellevue Park
- Shopping Mall at Trunk Road and Lake Street
- Residential, school and park areas in central Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved roadway on Lake Street

Proposed Route Type:

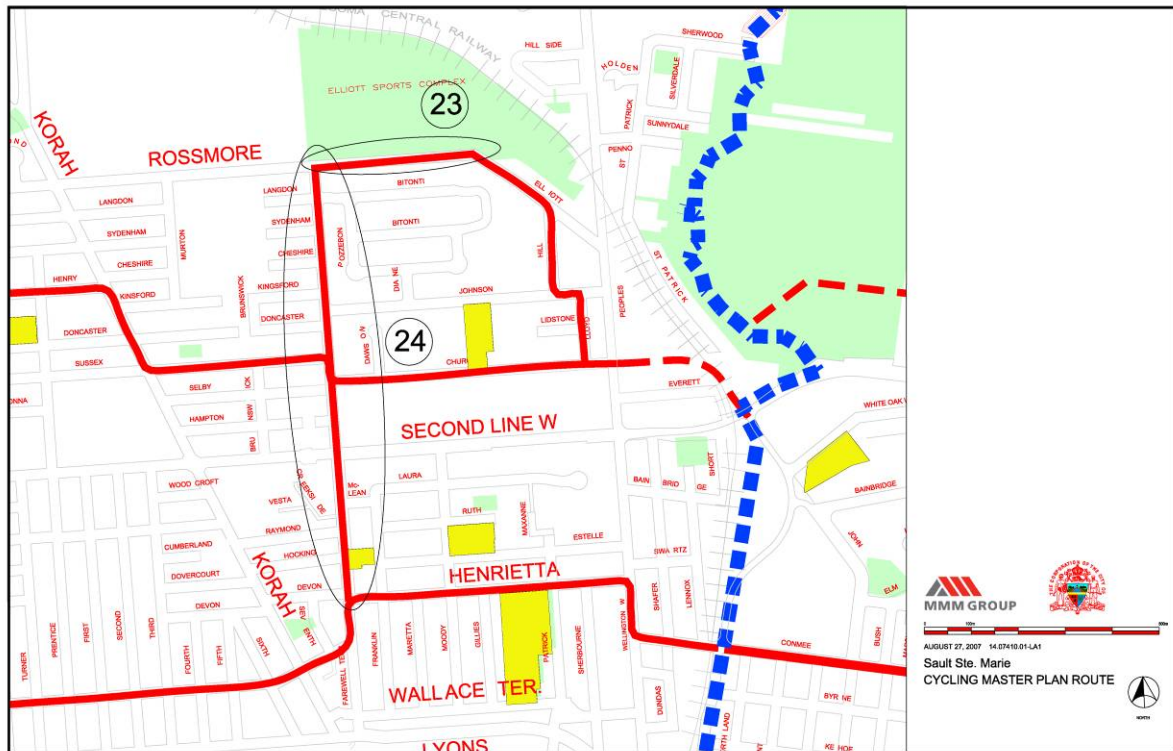
- Bicycle lanes

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections: McNabb, McDonald, Trunk Road, Wellington, Queen Street
 - Steep grade between MacDonald and Creery Avenue
 - Provision of bicycle parking and amenities at Bellevue Park and at Shopping Mall
 - On-road parking
-



Route 23: From Elliot and Rossmore Road, west along Rossmore Road to Farewell Terrace
Route 24: Farewell Terrace between Rossmore Road and Henrietta Avenue





3.3 Connecting Cycling Links (*refer to Appendix A – Map 2: Hub Trail and Spoke Routes*)

The development and implementation of the Hub Trail and spoke routes also requires the establishment of connecting cycling links in order to provide trail users the opportunity to further access destination points and employment areas, link with the various trail routes or loop back to their original start point. Connecting links must be established for spoke routes lying outside and inside of the Hub perimeter loop.

3.3.1. Connecting Cycling Links – Outside Hub Perimeter Loop:

West End

Route 23: From Elliot and Rossmore Road, west along Rossmore Road to Farewell Terrace

Destination Points / Employment Areas:

- Elliot Sports Complex

Existing Route:

- 2 lane, 2-way paved roadway with parking on Rossmore Road

Proposed Route Type:

- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Provision of bicycle parking and amenities at Elliot Sports Complex
-

Route 24: Farewell Terrace between Rossmore Road and Henrietta Avenue

Destination Points / Employment Areas:

- Elliot Sports Complex

Existing Route:

- 2 lane, 2-way paved roadway with parking on Farewell Terrace

Proposed Route Type:

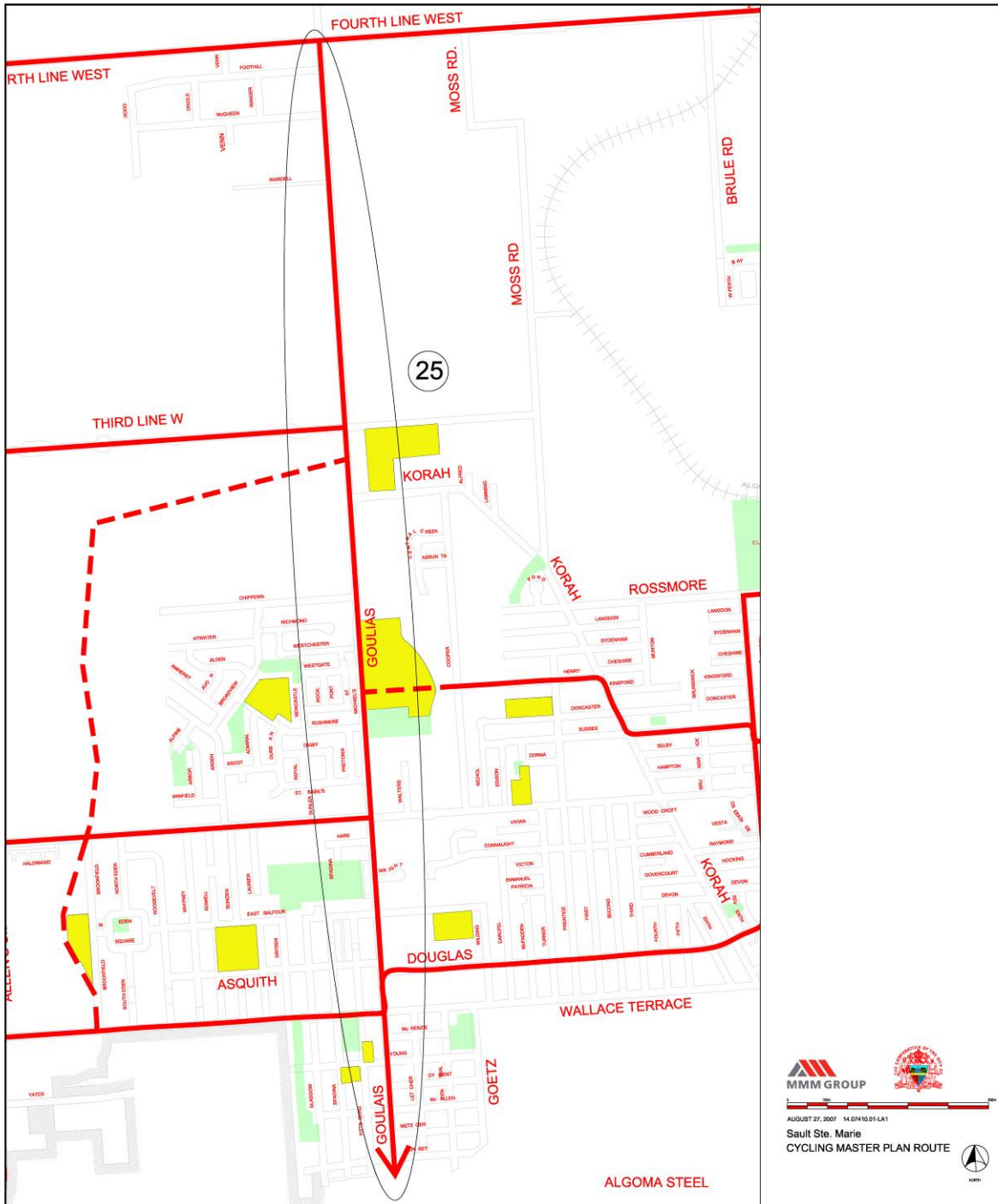
- Signed-only bicycle route

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Provision of bicycle parking and amenities at Elliot Sports Complex
-



Route 25: Goulais Avenue between Fourth Line and Bonney Street / Algoma Steel





Route 25: Goulais Avenue between Fourth Line and Bonney Street / Algoma Steel

Destination Points / Employment Areas:

- Residential, school and park areas
- McMeeken Centre
- Korah Collegiate High School
- Algoma Steel

Existing Route:

- 2 lane, 2-way paved rural roadway on Goulais Avenue between Fourth Line and Chippewa Street
- 4 lane, 2-way paved urban roadway on Goulais Avenue between Chippewa Street and Bonney Street

Proposed Route Types:

- Paved shoulder between Fourth Line and Chippewa Street
- Bicycle lanes between Chippewa Street and Bonney Street

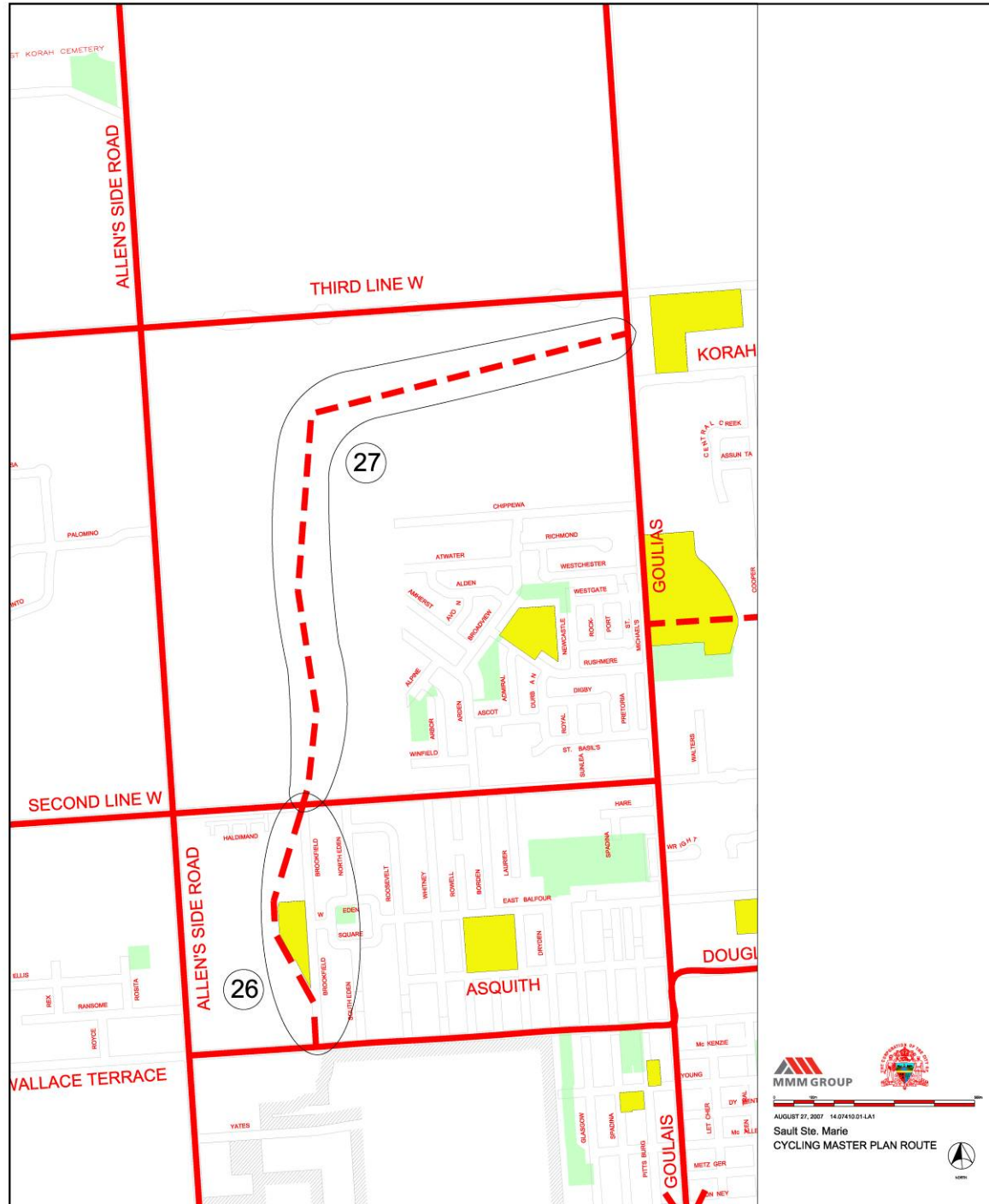
Barriers, Challenges and Opportunities:

- High speed / volume traffic south of Korah Collegiate High School
 - Large vehicle use traveling from Algoma Steel north of Korah Collegiate High School
 - Roadway and driveway intersections
 - Isolated rural route north of Korah Road
 - Steep grade between Korah Road and Chippewa Street
 - Appalling asphalt condition of road north of Algoma Steel
 - Access to Algoma Steel from Goulais terminates route
 - Provision of bicycle parking and amenities at McMeeken Centre and Algoma Steel
-



Route 26: Watercourse and Brookfield Avenue between Second Line West and Wallace Terrace

Route 27: Establish trail connection along floodway embankment from Goulais Avenue between Third Line / Korah Road and Brookfield Avenue / Second Line West





Route 26: Watercourse and Brookfield Avenue between Second Line West and Wallace Terrace

Destination Points / Employment Areas:

- Residential, school and park areas
- West Davignon Creek

Existing Route:

- 2 lane, 2-way paved urban roadway on Brookfield Avenue between Second Line West and St. Francis Catholic School property
- Informal dirt / gravel trail alongside St. Francis Catholic School property
- 2 lane, 2-way paved urban roadway on Brookfield Avenue between St. Francis Catholic School property and Wallace Terrace

Proposed Route Type:

- Multi-use off-road bikeway route alongside West Davignon Creek / St. Francis Catholic School

Barriers, Challenges and Opportunities:

- Establishment of trail connection alongside West Davignon Creek / St. Francis Catholic School (may need to co-ordinate with Huron-Superior Catholic District School Board)
 - Intersections with Second Line and Wallace Terrace have no traffic signals
-

Route 27: Establish trail connection along floodway embankment from Goulais Avenue between Third Line / Korah Road and Brookfield Avenue / Second Line West

Destination Points / Employment Areas:

- Green space
- Creek
- East Davignon Creek

Existing Route:

- No established route

Proposed Route Type:

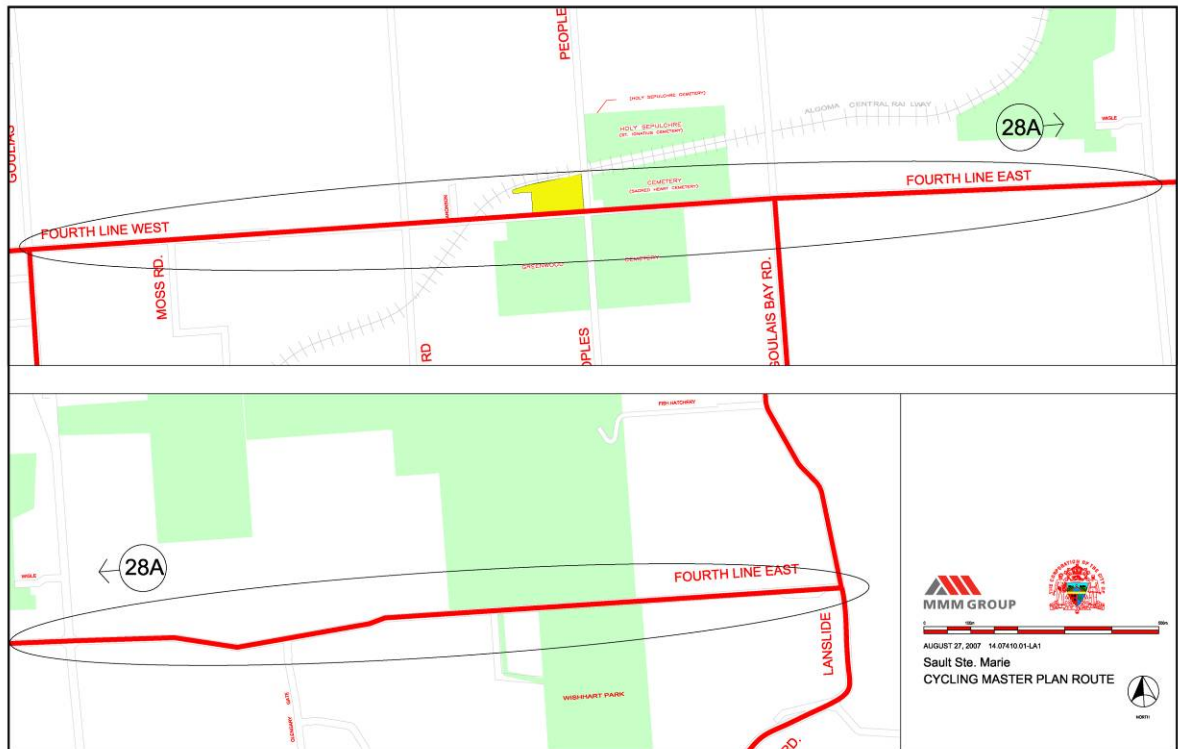
- Multi-use off-road bikeway route

Barriers, Challenges and Opportunities:

- Property ownership / acquisition of easement to establish trail connection (need to co-ordinate with SSMRCA)
 - Isolated route may require security measures
 - Provision of bicycle amenities along trail
-



Route 28A: Fourth Line East between Goulais Avenue and Landslide Road





North End

Route 28A: Fourth Line East between Goulais Avenue and Landslide Road

Destination Points / Employment Areas:

- School, park and conservation areas
- Greenwood Cemetery

Existing Route:

- 2 lane, 2-way paved rural roadway with gravel shoulder on Fourth Line East

Proposed Route Type:

- Signed-only cycling route on paved shoulder

Barriers, Challenges and Opportunities:

- High traffic speed
 - Roadway and driveway intersections
 - At grade railway crossing
 - Steep grade between Moss Road and Brule Road; and west of Landslide Road
 - Route is good for experienced cyclists but may be isolating / challenging for casual recreational cyclist
 - Provision of bicycle parking and amenities at park and conservation areas
-



- Route 28B: West Sault Ste. Marie via Fourth Line West between Allen's Side Road and Goulais Avenue
 Route 28C: West Sault Ste. Marie via Allen's Side Road between Fourth Line West onto Base Line Road past Leigh's Bay Road
 Route 28D: West Sault Ste. Marie via Third Line West between Goulais Avenue past Leigh's Bay Road
 Route 28E: West Sault Ste. Marie via Second Line West between Goulais Avenue past Leigh's Bay Road





Route 28B: West Sault Ste. Marie via Fourth Line West between Allen's Side Road and Goulais Avenue

Route 28C: West Sault Ste. Marie via Allen's Side Road between Fourth Line West onto Base Line Road past Leigh's Bay Road

Route 28D: West Sault Ste. Marie via Third Line West between Goulais Avenue past Leigh's Bay Road

Route 28E: West Sault Ste. Marie via Second Line West between Goulais Avenue past Leigh's Bay Road

Destination Points / Employment Areas:

- West Sault Ste. Marie

Existing Route:

- 2 lane, 2-way paved rural roadway with gravel shoulder on Fourth Line West
- 2 lane, 2-way paved rural roadway with gravel shoulder on Base Line Road
- 2 lane, 2-way paved rural roadway with gravel shoulder on Allen's Side Road
- 2 lane, 2-way paved rural roadway with gravel shoulder on Third Line West
- 2 lane, 2-way paved rural roadway with gravel shoulder on Second Line West

Proposed Route Type:

- Signed-only cycling route on paved shoulder

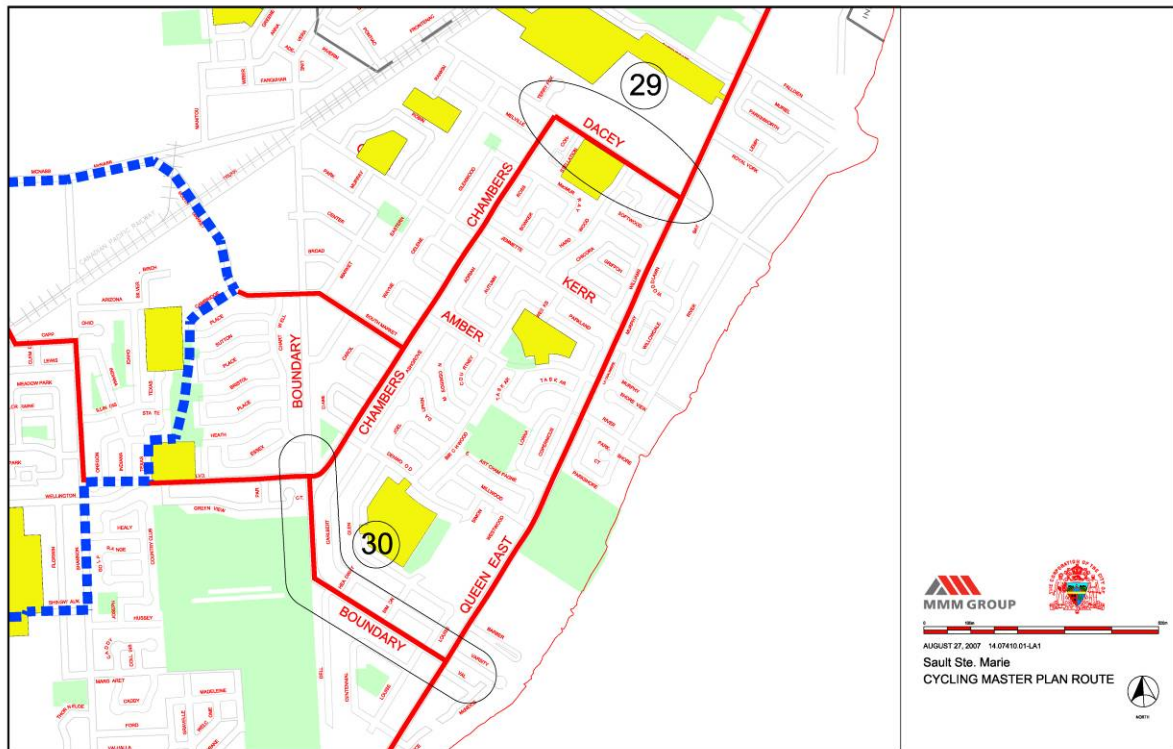
Barriers, Challenges and Opportunities:

- High traffic speed
 - Roadway and driveway intersections
 - Route is good for experienced cyclists but may be isolating / challenging for casual recreational cyclist
-



Route 29: Dacey Road between Chambers Avenue and Queen Street East

Route 30: Boundary Road between Chambers Avenue and Queen Street East





East End

Route 29: Dacey Road between Chambers Avenue and Queen Street East

Destination Points / Employment Areas:

- Residential, school and park areas

Existing Route:

- 2 lane, 2-way paved roadway on Dacey Road

Proposed Route Type:

- Bicycle lanes

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - On road parking
-

Route 30: Boundary Road between Chambers Avenue and Queen Street East

Destination Points / Employment Areas:

- Residential, school and park areas

Existing Route:

- 2 lane, 2-way paved wide urban roadway with parking on Boundary Road

Proposed Route Type:

- Bicycle lanes

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Merge lane at Chambers Street poses conflict between eastbound motorists and northbound cyclists
-

Route 32B: Establish trail connection between Route 32A and Industrial Court ‘A’





3.3.2 Connecting Cycling Links – Inside Hub Perimeter Loop:

Central Area

Route 31: Wawanosh Avenue / Willoughby Street between Grand Boulevard / Grandmont Crescent and Pine Street

Destination Points / Employment Areas:

- Residential, school and park areas
- Retail Mall at Great Northern Road and Willoughby Street

Existing Route:

- 2 lane, 2-way urban paved roadway on Grandmont Crescent
- 2 lane, 2-way paved roadway on Wawanosh Avenue
- 2 lane, 2-way paved roadway on Willoughby Street

Proposed Route Type:

- Bicycle lanes

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Wide crossing of Great Northern Road
-

Northwest Area

Route 32A: Grand Boulevard / Sackville Road between Wawanosh Avenue / Grandmont Crescent and Third Line East, establishing trail connection north of Mary Avenue

Destination Points / Employment Areas:

- Residential, school and park areas
- Industrial facilities – Employment area on Sackville Road

Existing Route:

- 2 lane, 2-way urban paved roadway on Grand Boulevard
- 2 lane, 2-way rural paved roadway on Sackville Road
- No established trail connection between Mary Avenue and Third Line East (Hydro Corridor)
- Provision of bicycle parking and amenities at Industrial facilities

Proposed Route Type:

- Bicycle lanes on Grand Boulevard and Sackville Road
- Multi-use off-road bikeway route in Hydro Corridor

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Establishment of trail connection between Mary Avenue and Third Line East along Hydro Corridor
 - Grade changes in Hydro Corridor
 - Provision of bicycle parking and amenities at Industrial facilities
-

Route 32B: Establish trail connection between Route 32A and Industrial Court ‘A’

Destination Points / Employment Areas:

- Industrial facilities – Employment area on Sackville Road

Existing Route:

- No established trail connection

Proposed Route Type:

- Multi-use off-road bikeway route

Barriers, Challenges and Opportunities:

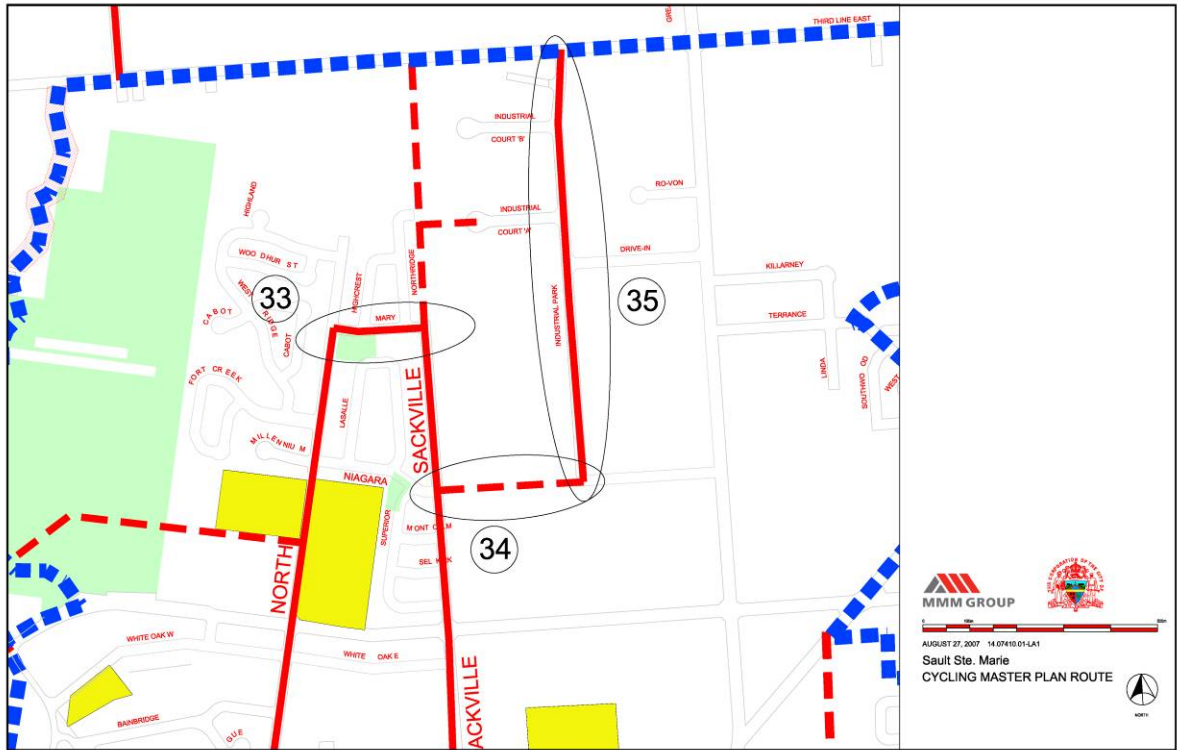
- Establishment of trail connection
-



Route 33: Mary Avenue between North Street and Sackville Road

Route 34: Establish trail connection between Sackville Road and south end of Industrial Park Road

Route 35: Industrial Park Road between Route 34 and Third Line East





Route 33: Mary Avenue between North Street and Sackville Road

Destination Points / Employment Areas:

- Residential, school and park areas
- Industrial facilities employment lands

Existing Route:

- 2 lane, 2-way paved roadway with parking on Mary Avenue

Proposed Route Type:

- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Provision of bicycle parking and amenities at Industrial facilities
-

North Central Area

Route 34: Establish trail connection between Sackville Road and south end of Industrial Park Road

Destination Points / Employment Areas:

- Industrial facilities

Existing Route:

- No established trail connection

Proposed Route Type:

- Multi-use off-road bikeway route through municipal operations yard

Barriers, Challenges and Opportunities:

- Property ownership
 - Establishment of trail connection through municipal property (need to co-ordinate with Public Works)
 - Provision of bicycle parking and amenities at Industrial facilities
-

Route 35: Industrial Park Road between Route 34 and Third Line East

Destination Points / Employment Areas:

- Industrial facilities

Existing Route:

- 2 lane, 2-way rural paved roadway on Industrial Park Crescent

Proposed Route Type:

- Bicycle lanes

Barriers, Challenges and Opportunities:

- Heavy vehicle traffic
 - Roadway and driveway intersections
 - Condition of road requires maintenance
 - Provision of bicycle parking and amenities at Industrial facilities
-

The map displays the proposed cycling master plan route for Sackville and Northern. The route is shown in blue and red, starting from the west, passing through Sackville Park, and continuing through Northern. Key streets and locations labeled include Sackville, Northern, Sackville Park, and various residential streets like Hill Side, Hill, and Hill. The map also shows surrounding areas like Sackville and Northern. A scale bar and north arrow are included.



Route 36: Establish trail connection through Fort Creek Conservation Area / Kiwedin School south property between Hub Trail along Carmen's Way north of Second Line East and North Street

Destination Points / Employment Areas:

- Kiwedin School
- Ontario Finnish Rest Home
- Fort Creek Conservation Area

Existing Route:

- Informal trail connection between Kiwedin Public School property and Ontario Finnish Rest Home through Fort Creek Conservation Area

Proposed Route Type:

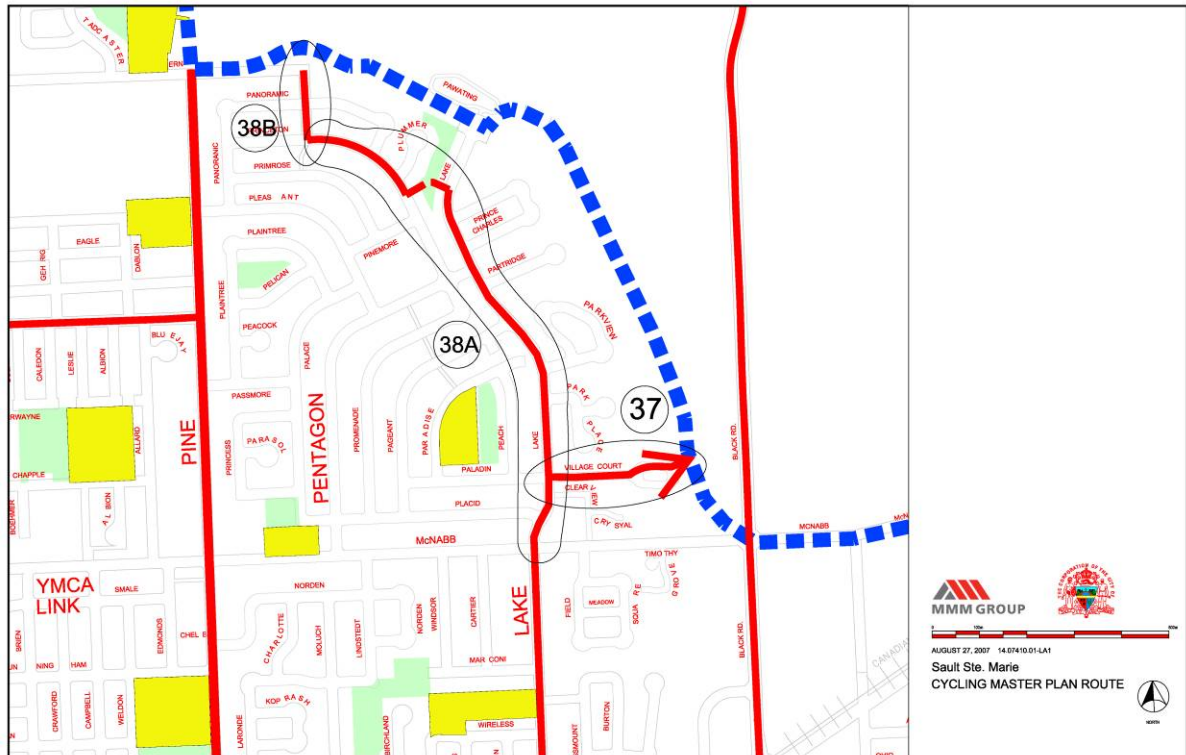
- Multi-use off-road bikeway route

Barriers, Challenges and Opportunities:

- Property ownership
 - Establishment of trail connection (need to co-ordinate with Algoma District School Board, Finnish Rest Home and Sault Ste. Marie Region Conservation Authority)
 - Provision of bicycle parking and trail amenities at Kiwedin Public School, Finnish Rest Home and Fort Creek Conservation Area
 - North Street, mid-block crossing
-



- Route 37:** P-Patch / Finn Hill via Village Court from Lake Street and establishing trail connection from Village Court (north roadway section) to Hub Trail
- Route 38A:** P-Patch
- Route 38B:** P-Patch to Northern Avenue via Panoramic Drive





East Central Area

Route 37: P-Patch / Finn Hill via Village Court from Lake Street and establishing trail connection from Village Court (north roadway section) to Hub Trail

Destination Points / Employment Areas:

- Finn Hill
- P-Patch

Existing Route:

- 2 lane, 2-way wide paved roadway on Village Court

Proposed Route Types:

- Signed-only bicycle route on Village Court
- 3.5 m wide multi-use off-road bikeway route between Village Court and Hub Trail

Barriers, Challenges and Opportunities:

- Establish trail connection between Village Court and Hub Trail
 - Roadway and driveway intersections
 - Steep grade between Grove Crescent and Black Road
 - Provision of bicycle parking and amenities at Finn Hill
-

Route 38A: P-Patch

- Lake Street and others between McNabb Street and Panoramic Drive (via Lake and McNabb Street, north on Lake to Cambrian Heights Park, west across Cambrian Heights Park to Princeton Drive, north on Princeton Drive to Panoramic Drive)

Destination Points / Employment Areas:

- Residential, school and park areas of P-Patch
- Finn Hill

Existing Route:

- 2 lane, 2-way paved roadways

Proposed Route Type:

- Signed-only cycling route

Barriers, Challenges and Opportunities:

- Roadway and driveway intersections
 - Establishment of trail through Cambrian Heights Park and residential lot areas
 - Indirect route but slower traffic through subdivision
 - Provision of bicycle parking and amenities at Finn Hill and Cambrian Heights Park
-

Route 38B: P-Patch to Northern Avenue via Panoramic Drive

Existing Route:

- Open area

Proposed Route Type:

- Multi-use bikeway

Barriers, Challenges and Opportunities:

- Establishment of trail through residential lot areas
-