

Descriptions of routes identified in the Province-wide Cycling Network

As shown on [the map posted on the Ministry of Transportation \(MTO\) web site](#)

East Region

- Along the Ottawa river from Québec Border to Ottawa on a mix of existing and proposed on-road routes via Hawkesbury, Treadwell, Plantagenet and Clarence-Rockland
- Along the Ottawa River through Ottawa, mainly on existing off-road paths, crossing the Queensway on Trim Road in the East and on the Greenbelt Pathway West in the West
- Ottawa to Carleton Place on an existing off-road path that is part of the Great Trail
- Ottawa to Johnstown on a mix of existing and proposed, on- and off-road routes via Spencerville
- Along the North Shore of the St. Lawrence River from the Québec Border to Brockville, mainly on on- and off-road routes that are part of the Great Lakes Waterfront Trail, via Cornwall, Upper Canada Village, Long Sault Parkway and Prescott
- Along the North Shore of the St. Lawrence River from Brockville to Gananoque via an existing separated route on the Thousand Islands Parkway, part of the Great Lakes Waterfront Trail
- Existing route from Gananoque to Kingston on County Road 2, part of the Great Lakes Waterfront Trail
- Kingston to Town of Renfrew on an existing off-road trail via Harrowsmith and Sharbot Lake
- Stirling-Rawdon to Tay Valley on an existing off-road trail via Tweed and Sharbot Lake
- Tay Valley to Smith Falls on existing on-road routes via Perth, Beveridge Locks and Port Elmsley
- Kingston to Arnprior mainly on existing and proposed off-road trails via Sydenham, Portland, Smiths Falls, Carleton Place, Mississippi Mills and Pakenham
- Ottawa to Petawawa on a mix of existing and proposed, on- and off-road routes via Arnprior, Westmeath and Pembroke

- Along Highway 148 from the Québec border into Pembroke
- From Petawawa to Mattawa by two proposed routes. The first proposed route is along Highway 17, with one section on local roads though Chalk River. The second proposed route is along a proposed off-road trail on the former rail corridor.
- Uxbridge to Peterborough on an existing off-road trail via Lindsay
- Peterborough to Port Hope on a mix of existing and proposed, mainly on-road routes via Millbrook, Perrytown and Canton, crossing the 401 on Cavan Street
- Peterborough to Bancroft on an existing off-road path and a proposed route on Highway 28 via Lakefield
- Peterborough to Stirling-Rawdon mainly on an existing off-road path via Hastings and Campbellford
- Bancroft to Highway 60 on an existing off-road path and a proposed route on the North-most section of Highway 127
- Proposed route on Highway 60 from Dwight to Renfrew via Algonquin Park
- Proposed route on Highway 118 from Haliburton to Bancroft
- Quinte West to Bancroft on existing off-road trails
- Kingston to Quinte West on a mix of existing and proposed, mainly on-road routes via Napanee, Desaronto, Shannonville and Belleville
- Kingston to Port Hope on existing on-road routes that are mainly part of the Great Lakes Waterfront Trail via Adolphustown, Picton, Bloomfield, Wellington, Carrying Place and Cobourg
- Along the shore of Lake Ontario from Port Hope to Oshawa on a mix of existing on- and off-road routes that are mainly part of the Great Lakes Waterfront Trail

Central Region

- From Fort Erie to Port Colborne on an existing off-road trail
- From Lake Erie to Lake Ontario on existing off-road trail along the Welland Canal
- Along the shore of Lake Ontario from Oshawa to Niagara-on-the-Lake, mainly following the existing on- and off-road routes that are part of the Great Lakes Waterfront Trail.
- Along the Niagara River from Niagara-on-the-Lake to Fort Erie on existing on- and off-road route
- Port Hope to Burketon Station on existing on-road routes that are part of the Greenbelt Cycling Route, crossing the 401 in Port Hope on Cavan Street and crossing Highway 35 at Orono on Concession Road 5
- Burketon Station to Utica on proposed on-road route via Port Perry

- Whitby to Hamilton on existing, mainly on-road routes that are part of the Greenbelt Cycling Route via Uxbridge, Aurora, Whitchurch-Stouffville, Caledon, Halton Hills, and Milton. Crossings include Highway 401 in Milton on Line 1, Highway 400 on Lloydtown Aurora Road and Highway 404 on St. John's Sideroad.
- Through the Don River Valley from Lake Ontario to Steeles Avenue East mainly on existing off-road trails
- Toronto to Barrie mainly on proposed on-road routes via Richmond Hill, Aurora, Newmarket, Bradford West Gwillimbury and Innisfil, crossing Highway 407 on Leslie Street
- Barrie to Orillia on existing and proposed off-road trails via Oro Station
- Orillia to Cannington mainly on proposed on-road routes near the shore of Lake Simcoe
- Along the Eastern shore of Lake Simcoe and Cook's Bay on existing and proposed on-road routes
- From Lake Simcoe to Newmarket on proposed off-road trail
- Cannington to Uxbridge on existing off-road trail via Sunderland and Blackwater
- From Lake Ontario to Centennial Park on the existing Etobicoke Creek Trail and one proposed on-road segment
- Toronto to Orangeville on a mix of existing and proposed on- and off-road routes, crossing Highway 401, Highway 407 and Highway 410 (twice) on the Etobicoke Creek Trail
- From the mouth of the Humber River at Lake Ontario to Steeles Avenue West, mainly on existing off-road trails and forking into two options North of Highway 401
- Toronto to Barrie on a mix of existing and proposed on- and off-road routes via Vaughan or Brampton, New Tecumseth and Essa, crossing Highway 400 on Essa Road
- Pickering to Brampton via proposed route on Highway 7
- Through Pickering, Ajax and Whitby on a proposed route on Taunton Road West
- Through Oshawa from Lake Ontario to Taunton Road East on existing on- and off-road routes
- Through Whitby from Lake Ontario to Myrtle Road West on proposed on-road routes
- Through Pickering from Lake Ontario to the Uxbridge-Pickering Townline on a mix of existing off-road and proposed on-road routes
- Collingwood to Midland on a mix of proposed on-road and existing off-road routes via Wasaga Beach and Penetanguishene
- Midland to Orillia on existing off-road trails

West Region

- Along the North shore of Lake Erie from Port Colborne to Amherstburg, mainly on existing on-road routes that are part of the Great Lakes Waterfront Trail, via Port Maitland, Port Dover, Port Stanley, Leamington and Point Pelee
- Port Maitland to Hamilton on proposed on-road and existing off-road routes
- Port Dover to Brantford on existing off-road trails
- Cambridge to Hamilton via Brantford, mainly on existing off-road trails
- Elmira to Cambridge via St. Jacobs, Waterloo and Kitchener, on mainly existing on- and off-road trails
- Guelph to Goderich on existing off-road trail and one on-road segment in West Montrose
- From Kissing Bridge Trailway to Elora on an existing on-road route
- Elora to Caledon on the existing off-road Elora-Cataract Trailway and one on-road segment through Fergus
- Port Stanley to London via St. Thomas, on a mix of existing and proposed on-road routes, crossing Highways 402 and 401 on White Oak Road
- London to Sarnia mainly on proposed on-road routes via Strathroy, crossing Highway 402 on Oriole Drive and on Blackwell Side Road
- London to Lambton Shores mainly on proposed on-road routes via Ilderton and Parkhill
- London to Cambridge mainly on proposed and existing on-road routes via Ingersoll and Woodstock, crossing Highway 401 on Oxford County Road 29
- St. Thomas to Amherstburg via proposed off-road trail on former rail corridor
- Amherstburg to Windsor on existing on-road route that this is part of the Great Lakes Waterfront Trail, crossing Highway 401 and the E.C. Row Expressway on Malden Road
- Through Windsor on existing on-and-off road routes
- Windsor to Sarnia on existing on-road routes
- Along the shore of Lake Huron from Sarnia to Sauble Beach, on a mix of existing and proposed on-road routes via Lambton Shores, Goderich, Kincardine and Saugeen Shores
- Southeast end of Bruce Peninsula from Sauble Falls to Stokes Bay on proposed on-road routes
- Stokes Bay to Tobermory on a mix of existing and proposed on-road routes

- Sauble Beach to Owen Sound on a mix of existing and proposed on-road routes via Wiarton and Big Bay
- Owen Sound to Orangeville on mostly existing Grey County and Dufferin CP Rail Trails
- Owen Sound to Meaford on a proposed on-road route
- Meaford to Collingwood on an existing off-road trail

Northeast Region

- Proposed route along Highway 17 from White River to Sault Ste. Marie
- Existing route from Sault Ste. Marie to Sudbury on a mix of on-road and off-road routes via Blind River and Espanola
- Mostly existing route from Southbaymouth to Espanola on Highway 6 via Little Current
- Proposed on-road route from Little Current to Gore Bay on Highway 540 via M'Chigeeng
- Proposed on-road route from Gore Bay to Mindemoya on Highway 542
- Proposed on-road route from Dryden's Corner to South Baymouth via Providence Bay
- Sudbury to North Bay on a mix of existing and proposed on-road routes via St. Charles, Noelville and West Nipissing
- North Bay to Mattawa on a mix of existing and proposed on-road routes, crossing Highway 11 on Lake Nosbonsing Road
- Sudbury to Parry Sound on a mix of existing and proposed, on- and off-road routes
- Proposed on-road route from North Bay to Parry Sound
- Parry Sound to Dwight on a mix of existing and proposed, on- and off-road routes via Seguin Falls, Walls, and Huntsville
- Proposed on-road route from Orillia to Parry Sound via Bala and Southwest shore of Lake Joseph
- Partially existing route from Bracebridge to Haliburton on Highway 118
- Orillia to Huntsville, on a mix of mainly existing on- and off-road routes, via Bracebridge, Cooper Falls and Gravenhurst

Northwest Region

- Proposed route from White River to Amethyst Harbour on Highway 17/Trans Canada Highway

- Proposed on-road route along the shore of Lake Superior from Amethyst Harbour into Thunder Bay
- Proposed on-road route through Thunder Bay and South to the United States border via Highway 130 and Highway 61
- Proposed route along Highway 11/Trans Canada Highway from Thunder Bay to the United States border at Rainy River
- Proposed route along Highway 71/Trans Canada Highway, from Highway 11 to Highway 17
- Proposed route on Highway 17/Trans Canada Highway from Thunder Bay to the Manitoba border at Whiteshell
- Proposed route on full length of Highway 17A/Kenora Bypass, with connection into Kenora on Airport Road and Railway Street