



The Regional Municipality of Durham

To: The Finance & Administration, Planning and
Works Committees

From: R.J. Clapp, Commissioner of Finance
A.L. Georgieff, Commissioner of Planning
C.R. Curtis, Commissioner of Works

Report No.: 2008-J-35

Date: September 30, 2008

SUBJECT:

Regional Cycling Plan – File: D21-32-00

Standing Committee Correspondence No. 2007-86 from Mr. Terry Price, Resident,
dated July 16, 2007

Standing Committee Correspondence No. 2007-109 from Ms. Martha Pettit, Deputy
Clerk, Town of Whitby, dated October 10, 2007

Standing Committee Correspondence No. 2007-110 from Ms. Martha Pettit, Deputy
Clerk, Town of Whitby, dated October 22, 2007

Standing Committee Correspondence No. 2007-111 from Ms. Angela Gibson, Senior
Transportation Planner, Town of Ajax, dated October 17, 2007

Standing Committee Correspondence No. 2007-112 from Ms. Kim Coates, Clerk,
Township of Scugog, dated October 24, 2007

Standing Committee Correspondence No. 2007-118 from Ms. Christine Chase,
Administrative Assistant, City of Oshawa, dated November 13, 2007

Standing Committee Correspondence No. 2007-126 from Ms. C. Anne Greentree,
Deputy Clerk, Municipality of Clarington, dated November 27, 2007

Standing Committee Correspondence No. 2008-71 from Ms. Debi Wilcox, City Clerk,
City of Pickering, dated May 27, 2008

RECOMMENDATIONS:

THAT the Finance and Administration, Planning and Works Committee recommend to Regional Council that:

- a) The Regional Cycling Plan and related policies with the following features be endorsed by Regional Council;

The network be comprised of Regional Cycling Spines connecting key attractions, including Regional Centres designated in the Regional Official Plan, and key inter-modal facilities such as GO Stations as follows:

- Taunton Road from the York/Toronto Boundary to Simcoe Street (Pickering, Ajax, Whitby, Oshawa);
- Bayly/Victoria/Bloor Streets from Frenchman's Bay to the Oshawa GO Station (Pickering, Ajax, Whitby, Oshawa);
- Brock Road from Pickering Parkway to Old Brock Road (south) and from Old Brock Road (north) to Highway 47 (Pickering, Uxbridge);
- Highway 47 from Brock Road to Elgin Park Drive (Uxbridge);
- Reach Street from Main Street to Simcoe Street (Uxbridge, Scugog);
- Simcoe Street from Taunton Road to Reach Street (Oshawa, Scugog);
- Thornton Road from Taunton Road to Gibb Street (Oshawa); and
- Gibb Street from Thornton to the future Oshawa GO station (Oshawa).

For Regional Roads with an urban cross section that form part of a Regional Cycling Spine, the Region would provide at its expense, a platform for the construction of a multi-use boulevard path. The cost of providing a platform would include land acquisition, utility relocation, grading and customized bridge structures. The cost of granular, asphalt, signage, markings, the provision of other amenities, and path maintenance (i.e. short term regular maintenance, ownership and long term replacement) would be borne by the area municipality in which the multi-use boulevard path is located.

For Regional Roads with a rural cross section that form part of a Regional Cycling Spine, the Region would provide an on road (shoulder) platform (land acquisition, utility relocation, grading and customized bridge structures) for a paved shoulder bikeway. The cost of granular, asphalt, signage, markings, and the provision of other amenities be cost shared 50/50 between the

Region and respective Area Municipality in which the shoulder resides. The maintenance of the paved shoulder would be the responsibility of the Region and any costs associated with maintenance will be borne by the Region.

Alternatives to multi-use boulevard paths in Regional road rights-of-way (i.e. cycling lanes, signage) may be considered where such paths are deemed inappropriate or unfeasible by the Region. The cost, financial responsibility and ownership for such facilities would be determined on an individual case-by-case basis and approved by Regional Council.

- b) Regional Cycling Plan be forwarded to known interested stakeholders and the area municipalities for information;
 - c) The requirements of the proposed Regional Cycling Plan be incorporated in the forthcoming 2009 Regional Road Program and appropriate Departmental Budgets.
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REPORT:

1. PURPOSE

- 1.1 The purpose of this report is to seek Regional Council endorsement of the Regional Cycling Plan and to circulate the Plan to the area municipalities and stakeholders.

2. BACKGROUND

- 2.1 In June 2008, Joint Committee received Report 2008-J-19 which provided an overview of the area municipal comments on the Consultant's recommended Regional Cycling Plan Study. Key themes emerging from the area municipal comments were as follows:

- The primary role of the Region should be to plan, design and coordinate connections between the area municipalities;
- The Regional Cycling Plan should be reasonable and fiscally responsible;
- Given other priorities, the Region should develop a strategic plan and a more simplified (and lower cost) network that is based on fewer east-west and north-south connections;

- The recommended construction of paved shoulders and signed only routes in rural roadways is costly and overly ambitious, and as such, should be scaled down;
- The Region should meet with the area municipalities to establish a common approach to proceeding with cycling facilities, an associated funding formula, and a means for financing; and
- It is critical that the area municipalities and the Region begin to integrate the Regional Cycling Plan into capital budgets and Official Plans.

2.2 The comments from area municipalities indicated a strong desire for the Region to focus on inter-municipal connections that complement the local cycling networks. Accordingly, it was concluded that a simplified network should be developed that is scaled back considerably from the network developed by the consultant, and that a recommended cycling network and corresponding business case analysis be presented to Joint Committee in the fall of 2008.

2.3 In response to concerns that the Region may lose opportunities to preserve essential components of a potential cycling network, Regional Council approved the following recommendation in December 2007 as part of Report #2007-J-53:

“As an interim step and in order to ensure no opportunities are missed while a Regional cycling network is developed for Regional Council consideration, the following actions be undertaken:

- a) The Brock Road (Delbrook Ave. – Rossland Rd.) expansion project in the 2008 program include provision for the platform (land, grading and bridge work) for an off-road multi-use trail within the Regional roads right of way; and
- b) The Regional costs for land, grading and bridge work to accommodate multi use trails on key Regional roads as an integral component of the Region’s roads be included in the 2008 Regional Development Charges Study”.

2.4 As per Council’s direction, the Brock Road (Delbrook Ave. - Rossland Rd.) expansion project in the 2008 road program includes the platform for a multi-

use boulevard path on the west side of the road and is scheduled to be tendered later this year. In addition, the Simcoe Street widening from Oshawa Creek to Conlin Road is being designed to accommodate a multi-use boulevard path on the west side of the road in place of the sidewalk. Although provisions for the Regional cycling spine along Taunton Road are being planned to be implemented with future reconstruction projects, Regional staff continue to work with staff from the Towns of Ajax and Whitby regarding their initiatives to implement sections of multi-use paths along Taunton Road at this time. The Regional roads in the proposed Regional Cycling Plan identified for reconstruction in the 2009 Capital Roads Program are being designed to include the multi-use path platform and will be identified in the 2009 Roads Servicing and Financing Study.

- 2.5 The Region's 2008 Development Charge Background Study included growth related costs for platforms for multi-use paths in conjunction with future identified road widening projects using the cycling network proposed in the Marshall Macklin Monaghan study. The current DC By-law included eligible costs for platform, grading and bridge work in conjunction with expansion projects for the 2008 - 2020 time frame.
- 2.6 During the course of this summer, staff from the area municipalities were engaged to seek their input on the development of a simplified network.

3. RECOMMENDED REGIONAL CYCLING PLAN

Recommended Goals for Regional Cycling Plan

- 3.1 It is recommended that the Regional Cycling Plan be based upon the following goal:
- To build upon existing local cycling initiatives by connecting and expanding existing cycling facilities in the Region to establish an integrated and readily accessible region-wide network serving both urban and rural areas.

Recommended Regional Cycling Network

3.2 Attachment 1 provides a map of the recommended simplified network of cycling spines. The Plan seeks to achieve “a region-wide, visible and connected network of cycling routes and facilities that are actively used by all types of cyclists”.

3.3 The network is comprised of Regional Cycling Spines connecting key attractions, including Regional Centres designated in the Regional Official Plan, and key intermodal facilities such as GO Stations. These Regional Cycling Spines include:

- Taunton Road from the York/Toronto Boundary to Simcoe Street (Pickering, Ajax, Whitby, Oshawa);
- Bayly/Victoria/Bloor Streets from Frenchman's Bay to the Oshawa GO Station (Pickering, Ajax, Whitby, Oshawa);
- Brock Road from Pickering Parkway to Old Brock Road (south) and from Old Brock Road (north) to Highway 47 (Pickering, Uxbridge);
- Highway 47 from Brock Road to Elgin Park Drive (Uxbridge);
- Reach Street from Main Street to Simcoe Street (Uxbridge, Scugog);
- Simcoe Street from Taunton Road to Reach Street (Oshawa, Scugog);
- Thornton Road from Taunton Road to Gibb Street (Oshawa); and
- Gibb Street from Thornton to the future Oshawa GO station (Oshawa).

In addition, the Plan provides for the review of the role of Highway 2 for cycling, through the Region's Highway 2 Bus Rapid Transit Study. Also, through future reviews of the Regional Cycling Plan, consideration will be given to examining the extension of cycling facilities along Taunton Road east of Simcoe Street, Simcoe Street north of Reach Street and Lake Ridge Road north of Reach Street.

Recommended Approach for Regional Cycling Plan

3.4 The implementation of the Regional Cycling Plan will be reviewed and considered by Regional staff on an annual basis through the Region's Capital Works and Financing programs. An annual report to Joint Committee of Finance and Administration, Planning and Works will be provided in the fall of each year, with a copy to be circulated to the local area municipalities for

comments and input. This annual report will also provide preliminary cost estimates for the road related capital needs, financing, phasing, and other Regional Cycling Plan programs (communication, education and promotion). These cost estimates will then be included in the various departmental business plans for consideration during the pending budget phase of the Regional business plan.

3.5 It is recommended that the Proposed Regional Cycling Plan be modified as needed over time by Regional staff with regard to the following parameters:

- The Regional Cycling Plan be reviewed every five years in conjunction with the Region's Transportation Master Plan. User and public attitude surveys will be conducted at least every five years to assess progress and outcomes of the cycling plan implementation. Cycling data will be collected through the Region's current traffic data collection program;
- Between formal review periods, when opportunities arise, individual network route changes, additions or deletions may be considered;
- The Regional Cycling Spines identified in this Plan be protected and developed for both utilitarian and recreational trip purposes;
- Staff will make ongoing revisions or changes in facility types as new detailed information become available, through capital project planning and local development, provided the continuity and functionality of a cycling route is maintained;
- The design of cycling facilities shall follow recognized and approved standards and guidelines to maximize cycling safety, security, accessibility, convenience and enjoyment. Cycling facility design will consider compatibility with other travel modes and pedestrian facilities and allow accommodation for as wide a range of user ages and abilities as possible; and
- Operational measures for the Regional transportation system which support safe and convenient cycling shall be included.

3.6 The following methodology will be used to determine the appropriate responsibilities for the Regional Cycling Network:

- For Regional Roads with an urban cross section that form part of a Regional Cycling Spine, the Region would provide at its expense, a platform for the construction of a multi-use boulevard path on one side of the road. The cost of providing a platform would include land acquisition, utility relocation, grading and customized bridge structures. The cost of granular, asphalt, signage, markings, the provision of other amenities, and path maintenance (i.e. short term regular maintenance, ownership and long term replacement) would be borne by the area municipality in which the multi-use boulevard path is located.
- For Regional Roads with a rural cross section that form part of a Regional Cycling Spine, the Region would provide an on road (shoulder) platform (land acquisition, utility relocation, grading and customized bridge structures) for a paved shoulder bikeway on both sides of the road. The cost of granular, asphalt, signage, markings, and the provision of other amenities be cost shared 50/50 between the Region and respective Area Municipality in which the shoulder resides. The maintenance of the paved shoulder would be the responsibility of the Region and any costs associated with maintenance will be borne by the Region.
- Alternatives to multi-use boulevard paths in Regional road rights-of-way (i.e. cycling lanes, signage) may be considered where such paths are deemed inappropriate or unfeasible by the Region. The cost, financial responsibility and ownership for such facilities would be determined on an individual case-by-case basis and approved by Regional Council.

Related Outreach, Education and Promotion Policies

3.7 Encouraging bicycle travel is a key element of Transportation Demand Management (TDM) efforts aimed at promoting alternative modes of travel to the single occupant vehicle. As part of the Region's TDM and Smart Commute Durham effort, the following initiatives will be pursued to encourage bicycle travel in Durham:

- developing and implementing a comprehensive communication strategy for the creation and distribution of cycling information and resources through the use of a wide variety of media;
- developing educational and promotional materials regarding the benefits of cycling and incorporating or referencing this information in Regional publications, reports and events;
- maintaining a comprehensive Regional Cycling and Trail Network Map;
- encouraging public and private sector land and building owners to provide trip-end facilities, such as secure parking, showers and lockers, at major employment, educational, and commercial centres; and
- encouraging the private sector, interest groups, agencies, governments and inter-city carriers to promote bicycle tourism in the Region and develop Durham as a key destination for cyclists.

4. FINANCIAL AND RISK MANAGEMENT ANALYSIS

4.1 Regional staff undertook a financial and risk management analysis of the proposed Regional Cycling network.

Regional Capital Cost Estimate

4.2 The capital cost estimates for the business case were based on recent vendor input pricing and validated against the cost estimates in the Region's original "Regional Cycling Plan" completed by consultant Marshall, Macklin, Monaghan in 2006 as well as York Region's Cycling Plan completed in 2008.

4.3 In order to achieve economies of scale, the provision for the multi use platforms or paved shoulder bike ways are in most instances, timed to be in conjunction with the road widening and or rehabilitation programs as provided in the Region's Road Capital Budget and 5 Five Year Forecast as well as the 2008 Development Charge Background Study. For road work outside the scope of the 2008 Development Charge Study, timing of the cycling provisions would be in conjunction with the road rehabilitation (based upon pavement condition index of the road).

- 4.4 With the Region providing the platform (which includes land purchase, utility relocation, and grading) on Regional roads, cost sharing (50/50) wider paved shoulders in the rural cross sections, and structures construction to accommodate multi use paths, the estimated capital cost to the Region of the proposed Regional Cycling network is \$20.2 million over the next 25 years as follows:

Regional Capital Cost Estimate for Proposed Regional Cycling Network (\$000's)

Regional Capital Cost Estimate	2008-2012	2013-2017	2018-2022	2023-2027	2027-2032	Beyond 2033	Total
Platform Base for Multi Use Trails ¹	\$2,380	\$2,256	\$3,254	\$2,080	\$1,190	\$0	\$11,160
Land and Utilities ²	\$300	\$150	\$150	\$150	\$124	\$0	\$874
Shoulders in Rural Area ³	\$285	\$785	\$329	\$369	\$999	\$0	\$2,767
Structures ⁴	\$282	\$2,859	\$1,515	\$0	\$419	\$374	\$5,448
Regional Cost Estimate	\$3,247	\$6,050	\$5,248	\$2,599	\$2,732	\$374	\$20,249
Regional Financing Estimate							
Development Charges	\$1,673	\$2,645	\$2,262	\$67	\$287	\$46	\$6,980
Property Taxes ⁵	\$1,574	\$3,405	\$2,986	\$2,532	\$2,445	\$328	\$13,269
Total Financing	\$3,247	\$6,050	\$5,248	\$2,599	\$2,732	\$374	\$20,249

Notes

¹The capital cost of providing a three metre wide platform on urban cross sections is estimated at \$131 per metre.

²Represents approximately 10% of total platform costs

³The estimated capital cost of providing a two metre paved shoulder in the rural areas is \$86 per metre.

Also, represents Regional share of costs based on 50/50 cost sharing of paved shoulders with respective Area Municipality

⁴The estimated cost of structures is \$1600 per multi span metre² and \$2400 per single span metre².

⁵Road Program

- 4.5 The requirements vary widely by year, reflecting the timing of the various road segments in the construction forecast. Over the first ten years, an average of around \$900,000 per year is estimated.

Regional Capital Financing Estimate and Senior Government Funding Opportunities

- 4.6 The Region's 2008 Development Charge Background Study included growth related costs for platforms for multi use trails in conjunction with future road widening projects using a representative network.
- 4.7 Based on the Region's 2008 current Development Charge Background Study, it is estimated that development charge revenue could reach \$7 million over a 25 year period, assuming current growth targets are met. Over the first ten years, development charge revenue estimated at \$4.3 million or \$430,000 per year would be required from the Roads Development Charge reserve.

- 4.8 If the current growth targets are met and the estimated \$7 million in development charge revenue is generated, then the property tax requirement for the Region would be \$13.2 million over the next 25 years. Over the first ten years, the Regional property tax supported costs are estimated at \$5 million or \$500,000 per year, which equates to an estimated Regional property tax impact of 0.13%.
- 4.9 Given the sizable capital cost investment for the proposed Regional Cycling network, Regional staff will continue to monitor for any potential senior government funding opportunities. For example, the Federation of Canadian Municipality's Centre for Sustainable Community Development recently announced a new source of funding, Communities in Motion bringing active transportation to life. This funding opportunity provides up to \$400,000 in grant funding and \$2 million in low interest loan per project. Further, Metrolinx recently provided municipalities, including Durham, with grant funding to implement bike lockers and racks on Durham Region Transit buses. Should Regional Council approve the proposed Regional Cycling Plan, Regional staff will seek senior government funding opportunities.

Public Outreach, Educational and Promotional Costs

- 4.10 Promotional, public outreach, and educational related costs could range up to \$500,000, subject to budgetary approval. However, it is anticipated that many of these activities can be accommodated within existing Regional base funding envelopes under related existing programs like Durham Smart Commute. Any promotional, educational, and public outreach resource needs will be refined and submitted as part of the annual Business Planning and Budget Process.

Area Municipal Capital Cost Estimate

- 4.11 Under the proposed Regional Cycling Network, Area Municipalities will be responsible for providing the granular, asphalt, signage, markings, the provision of other amenities, and maintenance of the paths in urban areas. Based on recent vendor input pricing, which was validated against the cost estimates in the Region's original "Regional Cycling Plan" completed by consultant Marshall, Macklin, Monaghan in 2006 as well as York Region's

Cycling Plan completed in 2008, the cost to asphalt a three metre wide multi use path is estimated at \$57 per linear metre.

- 4.12 The total estimated capital cost to the Area Municipalities for pavement structures in the proposed Regional Cycling Network over the first ten years is \$1.5 million and \$3.7 million over a 25 year period as follows:

Estimated Capital Cost by Area Municipality For Pavement Structures for Urban Multi Use Trails (\$000's)¹

Area Municipality	2008-2012	2013-2017	2018-2022	2023-2027	2027-2032	Beyond 2033	Total
Ajax	\$95	\$59	\$442	\$20			\$616
Pickering	\$255	\$554	\$275		\$56		\$1,140
Oshawa	\$185	\$127	\$139	\$409	\$9		\$869
Whitby	\$246		\$234	\$239	\$107		\$826
Uxbridge					\$80		\$80
Scugog		\$17		\$34	\$148		\$199
Total	\$781	\$757	\$1,090	\$702	\$400		\$3,730

Notes

¹ Capital cost estimates do not include any construction cost contingencies
Does not include any rural paved shoulder costs

For Regional Roads with a rural cross section that form part of a Regional Cycling Spine, the Region would provide an on road (shoulder) platform (land acquisition, utility relocation, grading and customized bridge structures) for a paved shoulder. The cost of granular, asphalt, signage, markings, and the provision of other amenities be cost shared 50/50 between the Region and respective Area Municipality in which the shoulder resides. The maintenance of the paved shoulder would be the responsibility of the Region and any costs associated with maintenance will be borne by the Region.

The estimated capital cost to the area municipalities predominately in rural area's for their 50% share of the cost of asphaltting the paved shoulders is \$2.8 million over a 25 year period. Over the first ten years, the estimated capital cost is \$1.2 million which equates to an average of \$120,000 per year.

Estimated Capital Cost to Area Municipalities (Based on 50/50 Cost Sharing) for Paved Shoulder (\$000's)

Area Municipality	2008-2012	2013-2017	2018-2022	2023-2027	2027-2032	Beyond 2033	Total
Oshawa	\$30	\$46	\$50		\$161		\$287
Pickering	\$184				\$269		\$453
Uxbridge	\$17	\$469	\$41	\$189	\$198		\$914
Scugog	\$54	\$270	\$238	\$180	\$371		\$1,113
Total	\$285	\$785	\$329	\$369	\$999	\$0	\$2,767

Risk Management and Mitigation Strategies

- 4.13 Regional staff undertook a risk management and insurance analysis of the proposed Regional Cycling Network. Attachment 2 contains a preliminary checklist of risk management considerations and strategies that should be undertaken to reduce risk, should Regional Council proceed with the proposed Regional Cycling Network.
- 4.14 One of the key recommendations is that there should be a safe distance between the bike path and the roadway to reduce risk. A separate path built parallel to the roadway and separated by distance is preferred to paved shoulders, especially if it is intended to be a two way path. The proposed Regional Cycling Network includes off-road multi use paths parallel to the road, which will reduce risk compared to on-road paths.
- 4.15 Other key risk management considerations include the path should be paved with a surface that is conducive to bicycling with clearly marked lines and signage warning cyclists of the path ahead, any road crossings, intersections, traffic lights, bridge crossings, rights of way, lane ways, grading, warning drivers to be alert to bicyclists crossing their paths, etc. Another key recommendation is the paths must be maintained on a regular basis as some potholes, cracks, snow, etc may not be a hazard to a vehicle but may cause serious injury to a bicyclist.

5. AREA MUNICIPAL COMMENTS

- 5.1 As previously noted, comments were requested from staff of each of the area municipalities on the proposed simplified network, financing of the network, and cost sharing arrangements. Attachment 3 summarizes the comments received from each of the area municipalities and provides a regional response.
- 5.2 Key themes emerging from these comments are: the revised network is overly simplified; the Region should pay for the entire cost of cycling facilities in Regional right-of-ways; and, opportunities for on-road cycling lanes should not be precluded.

5.3 In response to the key comments offered by the area municipalities:

- The network has been simplified to a degree where key attractions and intermodal facilities are connected, and linkages are facilitated to the Regional Trails Network and local cycling networks, in a fiscally responsible manner. The provision of the simplified network does not preclude area municipalities from designating and developing further cycling facilities. The simplified network is intended to provide the backbone for connecting more intricately planned local networks.
- The Region is prepared to share the responsibility for costs associated with the Regional Cycling spines on urban cross-sections. For multi-use trails the Region would provide the platform for the trail, and the local municipality would be responsible for the pavement structure (e.g. asphalt, granular) and maintaining the trail. This approach is consistent with the Region Council approved 2008 Development Charge Background Study and the 2008 Regional Roads Servicing and Financing Strategy.
- The provision of multi-use paths on Regional Cycling Spines is preferred for higher order roads (i.e. Type A and B arterials) with an urban cross section, provided that such paths are deemed feasible and appropriate. Such facilities provide greater opportunities for cycling to a broader range of utilitarian and recreational cyclists. However, in cases where such paths are not deemed to be feasible or appropriate, on-road cycling lanes or other alternatives may be considered.

6. **REGIONAL TRAIL NETWORK**

6.1 In February 2008, Planning Committee moved:

“THAT Chris Darling, Principal Planner, and Terry Clayton, Chair of the Durham Trails Coordinating Committee, request a deputation before the Finance and Administration Committee to address the issue of funding for Durham Region Trail signage.”

- 6.2 In March 2008, Finance and Administration Committee moved:
- “THAT the funding request from Mr. Terry Clayton, Chair, Durham Trails Coordinating Committee for \$5000 for trail signage be included in the forthcoming report on the Regional Cycling Plan;
- AND FURTHER THAT the report also address the process for dealing with future budget allocations to the Durham Trail Coordinating Committee for the implementation of the Durham Trail Network;
- AND FURTHER THAT the report also clarify the role of the Durham Trail Coordinating Committee as it relates to the implementation of trails included in their mandate, such as recreational, hiking and bike paths.”
- 6.3 Finance staff will advise DTCC that any funding requests of the Region should be forwarded to the Commissioner of Finance in accordance with the approved Regional Business Plan timetable.
- 6.4 In response to part three of the above resolution, DTCC was established by Regional Council in 2004 with a mandate to co-ordinate and facilitate the implementation of a Regional Trail Proposal that interconnects and enhances the Lake Ontario waterfront system, furthers a Lake Scugog waterfront system and furthers a regional trail system that connects the area municipalities and other key destinations. In 2006 Regional Council approved the Durham Region Trails Network as a framework for long range regional trail planning and development. The area municipalities and conservation authorities were asked to implement the Network in their trail planning and development initiatives.
- 6.5 The Trails Committee is now focused on facilitating the implementation of the Network. Starting to identify elements of this network through signage is an initial effort. The Committee has also been meeting with area municipal staff and conservation authority staff to learn about their trails programs and to promote the implementation of the Network.
- 6.6 The proposed cycling plan network supports the Regional Trails Network.

7. NEXT STEPS

7.1 This report seeks endorsement from Regional Council of the Regional Cycling Plan and associated policies. The proposed implementation and related polices have been designed to ensure that the Regional Cycling Plan is kept current and benefits from the ongoing input of the Area Municipalities as well seeking to minimize the risk management issues. The proposed implementation also ensures that the supporting communication and education activities are undertaken, subject to the availability of funding.

A. L. Georgieff, M.C.I.P., R.P.P.
Commissioner of Planning

R. J. Clapp, CA
Commissioner of Finance

C. R. Curtis, P. Eng., MBA
Commissioner of Works

RECOMMENDED FOR PRESENTATION TO COMMITTEE

Garry H. Cubitt, M.S.W.
Chief Administrative Officer

Attachments: 1. Regional Cycling Plan
 2. Preliminary Risk Management Considerations
 3. Summary of Area Municipal Comments