



Clerk's Department

## DIRECTION MEMORANDUM

**TO:** A.L. Georgieff, Commissioner of Planning  
**FROM:** P.M. Madill, Regional Clerk  
**DATE:** October 21, 2008  
**RE:** Direction as per minutes of the Regional Council meeting held on October 8, 2008

**REPORT OF:** Joint Report of the Committees

**ITEM # 2**

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SEE ATTACHED

A handwritten signature in cursive script, appearing to read 'P.M. Madill', written in dark ink.

P.M. Madill, A.M.C.T., CMM I  
Regional Clerk

c: R.J. Clapp, Commissioner of Finance  
C. Curtis, Commissioner of Works  
P.M. Madill, Regional Clerk

2. REGIONAL CYCLING PLAN, FILE: D21-32-00

STANDING COMMITTEE CORRESPONDENCE #SC-2007-86 FROM MR. TERRY PRICE, RESIDENT, DATED JULY 16, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-109 FROM MS. MARTHA PETTIT, DEPUTY CLERK, TOWN OF WHITBY, DATED OCTOBER 10, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-110 FROM MS. MARTHA PETTIT, DEPUTY CLERK, TOWN OF WHITBY, DATED OCTOBER 22, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-111 FROM MS. ANGELA GIBSON, SENIOR TRANSPORTATION PLANNER, TOWN OF AJAX, DATED OCTOBER 17, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-112 FROM MS. KIM COATES, CLERK, TOWNSHIP OF SCUGOG, DATED OCTOBER 24, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-118 FROM MS. CHRISTINE CHASE, ADMINISTRATIVE ASSISTANT, CITY OF OSHAWA, DATED NOVEMBER 13, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2007-126 FROM MS. C. ANNE GREENTREE, DEPUTY CLERK, MUNICIPALITY OF CLARINGTON, DATED NOVEMBER 27, 2007

STANDING COMMITTEE CORRESPONDENCE #SC-2008-71 FROM MS. DEBI WILCOX, CITY CLERK, CITY OF PICKERING, DATED MAY 27, 2008 (2008-J-35)

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**RECOMMENDATIONS TO COUNCIL (AS AMENDED)**

- a) THAT the Regional Cycling Plan and related policies with the following features be endorsed by Regional Council:
  - i) 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 Whites Road 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 Gibb Street to Reach Street (Oshawa, Scugog);
  - Thornton Road from Taunton Road to Gibb Street (Oshawa);
  - Gibb Street from Thornton to Simcoe Street in order to connect to the future Oshawa GO station (Oshawa);
  - Whites Road from Bayly Street to Taunton Road;
  - Brock Road from Pickering Parkway South to Montgomery Road; and
  - Lakeridge Road from Bayly/Victoria Streets to Reach Street;
  - Highway 2 from Toronto/Durham Boundary to the Village of Newcastle.
- ii) 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;
- iii) 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;
- iv) 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) THAT the Regional Cycling Plan be forwarded to known interested stakeholders and the area municipalities for information; and
- c) THAT the requirements of the proposed Regional Cycling Plan be incorporated in the forthcoming 2009 Regional Road Program and appropriate Departmental Budgets;

- d) THAT staff be requested to investigate the formation of a Cycling Advisory Committee and provide comment as to whether it should be the responsibility of the existing Durham Trail Coordinating Committee or a separate committee.