



The Regional Municipality of Durham

Committee of the Whole Agenda

Wednesday, November 13, 2024, 9:30 a.m.

Regional Council Chambers

Regional Headquarters Building

605 Rossland Road East, Whitby

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

Note: This meeting will be held in a hybrid meeting format with electronic and in-person participation. Committee meetings may be [viewed via live streaming](#).

	Pages
1. Roll Call	
2. Declarations of Pecuniary Interest	
3. Statutory Public Meetings There are no statutory public meetings	
4. Presentations	
4.1 Kevin Kamau, Founder & Consultant, Ediseed (In-Person Attendance) and Ekuu Quansah, Consulting Partner, Ediseed (Virtual Attendance) Re: DEI Strategy Development - Councillor Feedback	
4.2 Chris Leitch, Manager, Transportation Planning; Danielle Culp, Project Planner; and Kate Whitfield, Principal, Alta Planning + Design Canada Re: Durham Region Cycling Wayfinding and Signage Strategy (2024-COW-45) [Item 7.2]	3
5. Delegations There are no delegations	
6. Correspondence	
7. Reports	
7.1 Report #2024-COW-44 Enbridge Franchise Agreement Renewal	26
7.2 Report #2024-COW-45 Durham Region Cycling Wayfinding and Signage Strategy	39

7.3	Report #2024-COW-46 Regional Electric Kick Scooter By-law Extension	51
8.	Members Motions	
8.1	Motion Requesting the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding	62
8.2	Motion Regarding Use of Automated Speed Enforcement System	64
8.3	Motion Regarding Opportunities for Free Level 3 EV Charging Stations and Revenue Opportunities for Durham Region	65
9.	Confidential Matters	
9.1	Report #2024-COW-47 Confidential Report of the Commissioners of Finance and Planning and Economic Development - a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the Region with respect to Negotiations with Metrolinx for Design Services Agreement for GO Stations along the Lakeshore GO East Extension to Bowmanville Under Separate Cover	
10.	Adjournment Notice regarding collection, use and disclosure of personal information: Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.	

Durham Cycling Wayfinding and Signage Strategy

Committee of the Whole Presentation

November 13, 2024



alta



Introduction and Background

Purpose

What is Cycling Wayfinding Signage?

Cycling wayfinding and signage are systems of signs and markers specifically designed to guide cyclists along routes. These **systems improve navigation, safety, and overall cycling experience for riders.**



• Wayfinding **guides cyclists** and makes **navigation** easy



• Builds a unique **identity** for cycling infrastructure



• It **boosts confidence** and **promotes cycling** as a reliable mode of transportation



• **Encourages exploration** and regular network use

Why has the Region Developed a Strategy?

- Identified through the Regional Cycling Plan (RCP) to support a greater shift towards a more cycling-friendly culture
- Growing need for a cohesive, consistent, and well-designed region-wide wayfinding system
- Improve the cycling experience and safety across Durham

Outcomes and Impact

Support for Regional and Local Objectives

Aligns with regional transportation and mobility goals by supporting increased use of cycling, which can contribute to sustainability and health objectives.

Comprehensive Guide

Establishes a **standardized framework** for design, placement, and maintenance of cycling wayfinding signage across the Durham Region.

Strategic Planning

Acts as a **decision-making tool**, setting clear guidelines and priorities that streamline resource allocation and project planning for cycling wayfinding.

Stakeholder Coordination

Engaged and aligned stakeholders, including regional staff, municipal bodies, agencies and community groups, to ensure coordinated efforts and support.

Adaptability and Scalability

Offers a flexible **approach for expanding** or updating the wayfinding system as new areas develop or cycling trends evolve.

Educational Resource

The strategy document will serve as a **comprehensive informational resource** for staff, new personnel and stakeholders.

Foundations of the Cycling Wayfinding and Signage Strategy

Alignment with Regional Plans and Policies

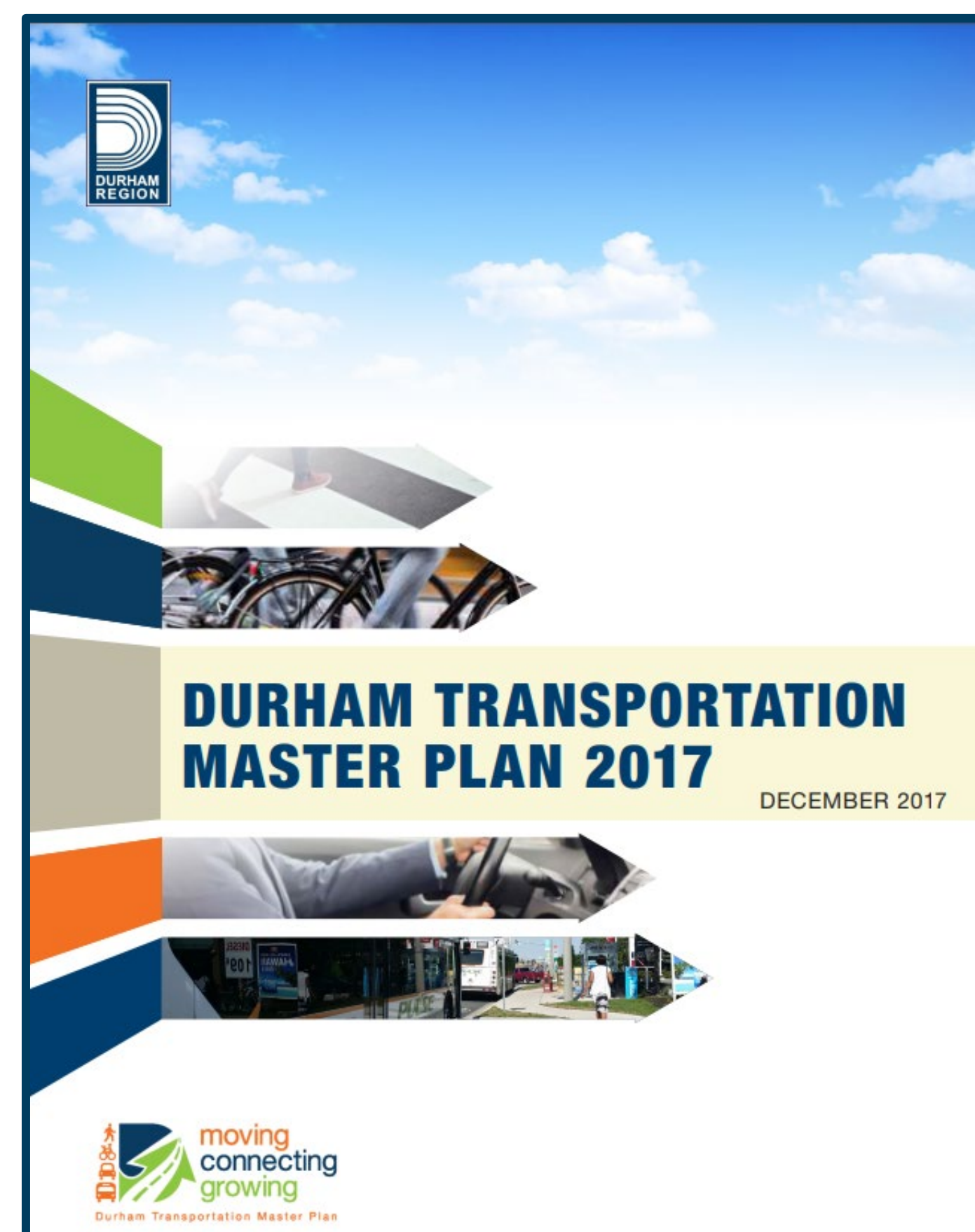
Regional Cycling Plan

- References support for a greater shift toward a more cycling-friendly culture.
- Need for a cohesive, consistent, and well-designed region-wide wayfinding system to promote cycling, use of the Primary Cycling Network (PCN).



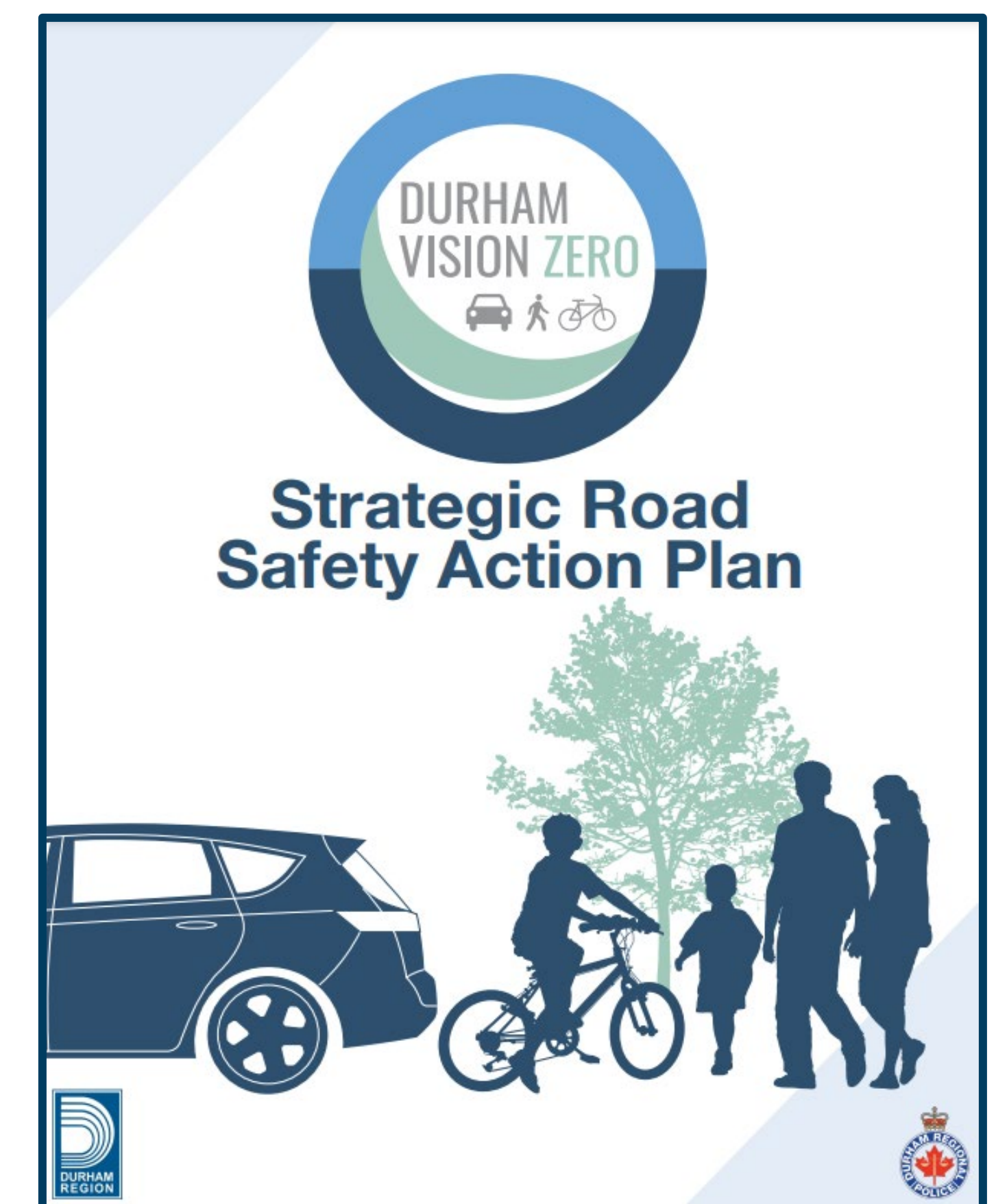
Transportation Master Plan

- Wayfinding recognized to support sustainable transportation and make walking and cycling more practical and attractive.



Vision Zero Strategic Road Safety Action Plan

- Supports goals of Vision Zero by:
 - Improving the navigation of safe routes.
 - Enhancing education and awareness for all road users.
 - Strengthening data collection and reporting patterns and incidents.



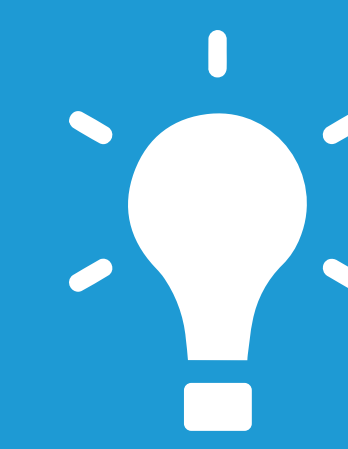
The Network

The Primary Cycling Network is...

a network of core cycling routes that connect to key destinations along Regional roads.

Locations for Signage:

- Signage will be added across the Region's Primary Cycling Network (PCN) on Regional Roads



DID YOU KNOW?

The PCN includes over **1,000 km of cycling facilities** across all eight area municipalities.

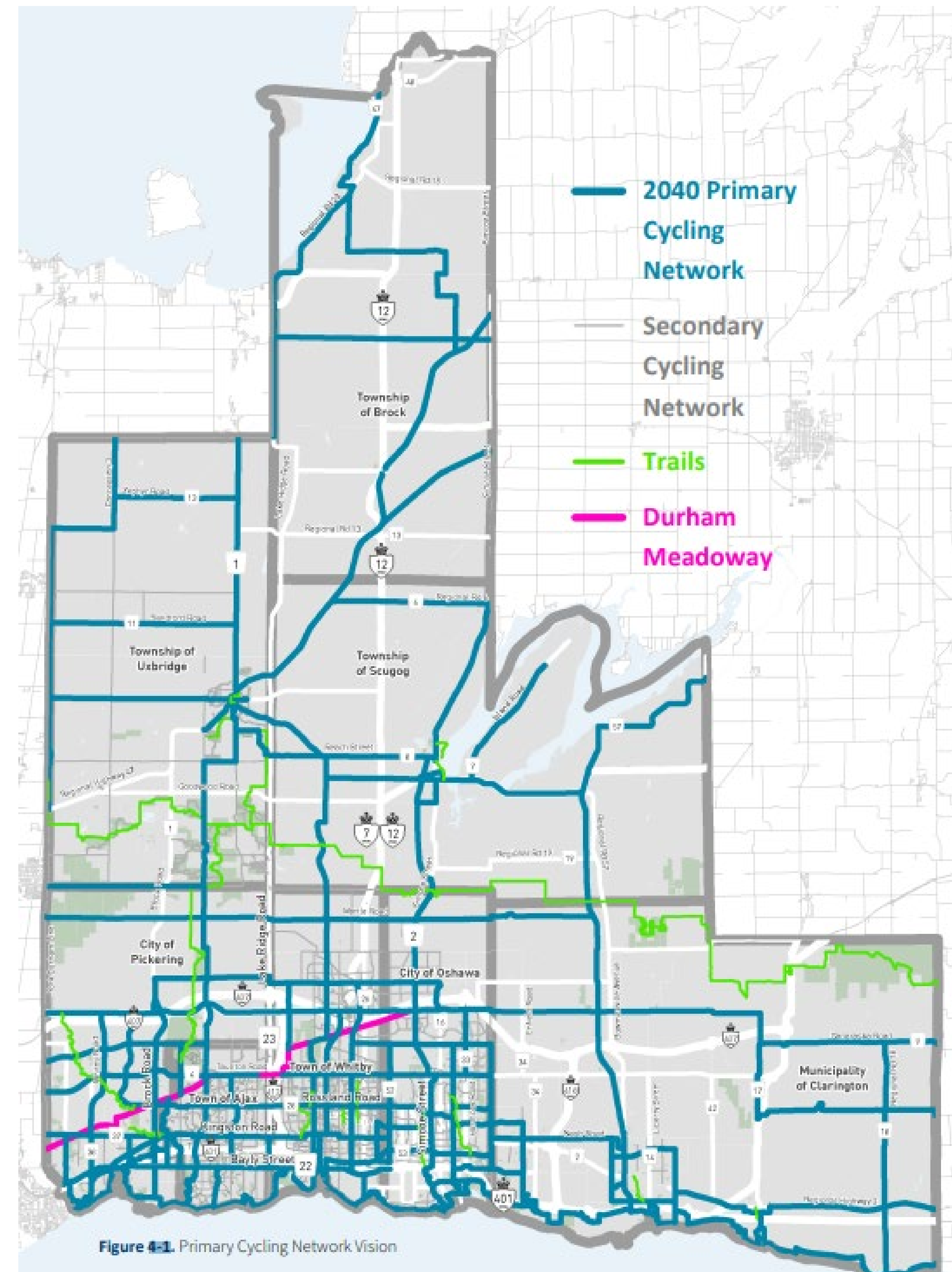
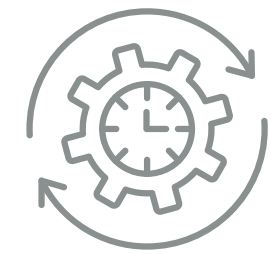


Figure 4-1. Primary Cycling Network Vision

Vision

“ Establish Durham as a premier cycling destination, while simultaneously encouraging increased active travel among visitors and residents. This will be achieved through a distinctive and clear wayfinding system that seamlessly connects individuals to a wide range of attractions and destinations across Durham Region. ”

Guiding Principles



Consistency

Facilitating uniformity in content and presentation across all elements.



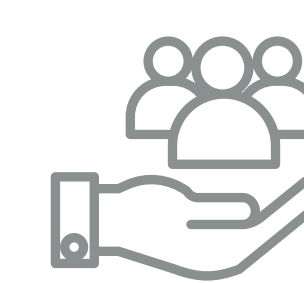
Sustainability

Considering long-term costs and adaptability to changes for sustainable outcomes.



Local Identity

Promoting the region's unique identity while empowering community input and participation.



Encouraging

Promoting cycling as a sustainable transportation choice.



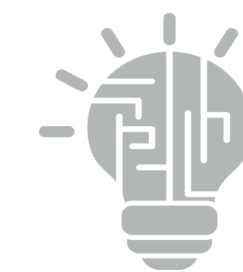
Inclusivity, Equity and Equality

Addressing the needs of diverse user types and providing equal access to opportunities.



Connectivity & Navigation

Facilitating seamless movement by connecting locations and effective navigation features.



Simplicity

Clear and logical information presentation to save users time and effort.

Goals

01 Uphold Inclusivity and Equity.

02 Enhance Connectivity and Navigation.

03 Regional and Primary Cycling Network Focus.

04 Maintain Consistency, Simplicity, and Local Identity.



Project Timeline and Engagement

Project Timeline

Spring to Summer 2023

01

Project Initiation and Best Practices

Engagement Activities:

- Project Initiation Meetings and PRT#1

Key Milestones:

- Community Engagement Strategy
- Best Practices Report

Summer to Fall 2023

02

Assessment of Existing Conditions of Cycling Wayfinding in Durham

Engagement Activities:

- PRT Meeting#2, ESC#1, and PIC#1

Key Milestones:

- Existing Conditions Report
- Vision, Goals and Objectives

Summer to Winter 2023

03

Branding and Signage Design and Destination Identification

Engagement Activities:

- PRT Meeting#3 and #4, and ESC#2

Key Milestones:

- Branding Guidelines
- Sign Family Concept
- Destination Database and Hierarchy

Winter 2023 to Spring 2024

04

Development of the Draft Strategy

Engagement Activities:

- ESC#3

Key Milestones:

- 80% of Draft Strategy Complete

Spring to Summer 2024

05

Development of the Implementation Material

Engagement Activities:

- PRT Meeting#5
- PIC#2

Key Milestones:

- Sign Placement
- Implementation and Maintenance Plan
- Cost Estimate

Summer to Fall 2024

06

Finalizing the Strategy

Key Milestones:

- Final Strategy
- Presenting the Final Strategy to Committee of the Whole and Regional Council

Glossary of Engagement Activities:

- PRT = Project Review Team
- ESC = Equity Steering Committee
- PIC = Public Information Centre

Audience Groups and Engagement Activities

Audience Groups

General Public

All members of the community who will benefit from the Cycling Wayfinding and Signage Strategy.

Project Review Team

Key review agencies including:

- Regional staff;
- Federal and Provincial government representatives;
- Area Municipal staff;
- Conservation Authorities; and
- Advisory Committee members.

Equity Steering Committee

Equity-deserving individuals and groups who are not traditionally engaged in consultation processes.

Engagement Activities

Project Review Team Meetings



5 meetings



90 team members

Visual Preference Survey and PIC #1 and #2



40 responses received for Visual Preference Survey



49 people attended the PIC sessions

Equity Steering Committee Meetings



3 meetings



11 committee representatives

What We Heard

Key themes included...

Branding

"Need to have **consistency** across the region."

Maintenance

"Signs should be **durable** and **low maintenance**"
 "Avoid sharp colours, they will fade."

User Focus

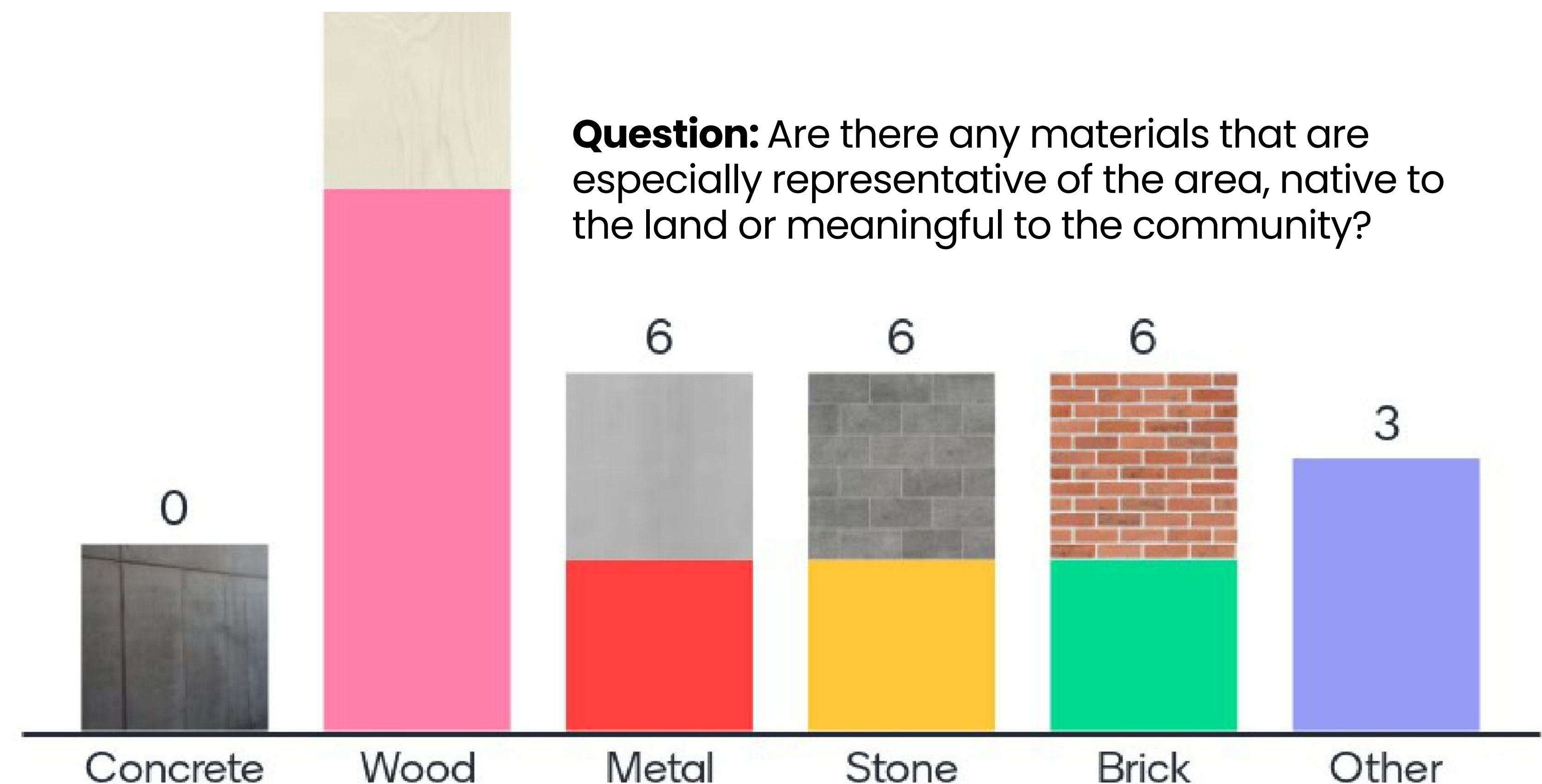
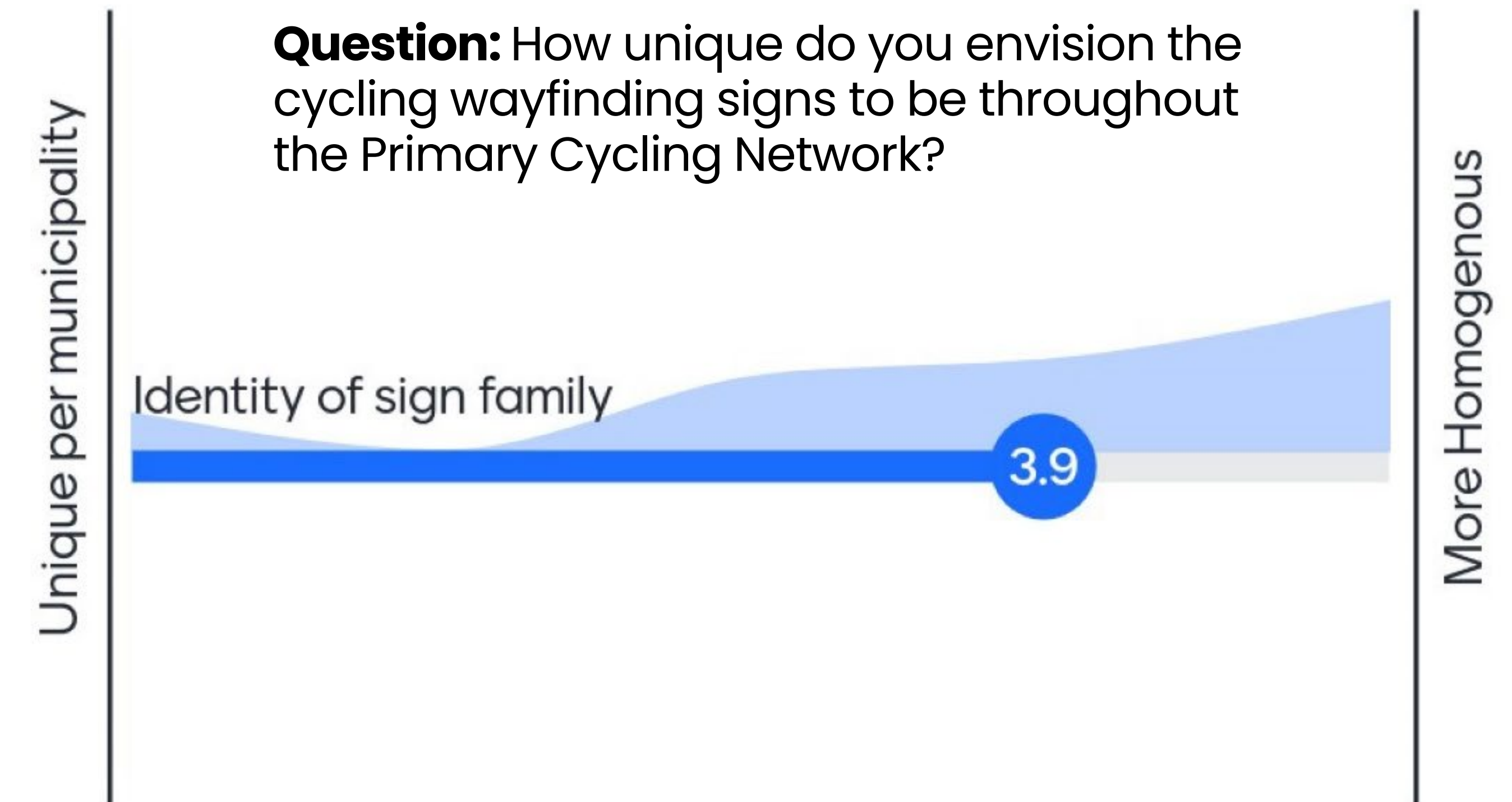
"We should **consider the user perspective**. No matter where they are in the network they can navigate and orient themselves."

Accessibility

"Signs should be **accessible** to everyone."

Design

"Signs should be minimal and **clear** and **easy to understand**."



Overview of Cycling Wayfinding and Signage Strategy Components

Destinations

Importance of Destinations

- Destinations **provide orientation** for cyclists on the PCN and **fosters a sense of place**.
- **Selection of destinations** on signs **depends on their significance** in the overall wayfinding context.

Destination Selection Criteria

- ✓ **Open** to the Public.
- ✓ **Available** Year-Round.
- ✓ **Accessible** via the Primary Cycling Network.
- ✓ **Significant** Public Interest.



List of Destinations

A comprehensive Destinations Database with over **700 destination points** has been developed for this Strategy.

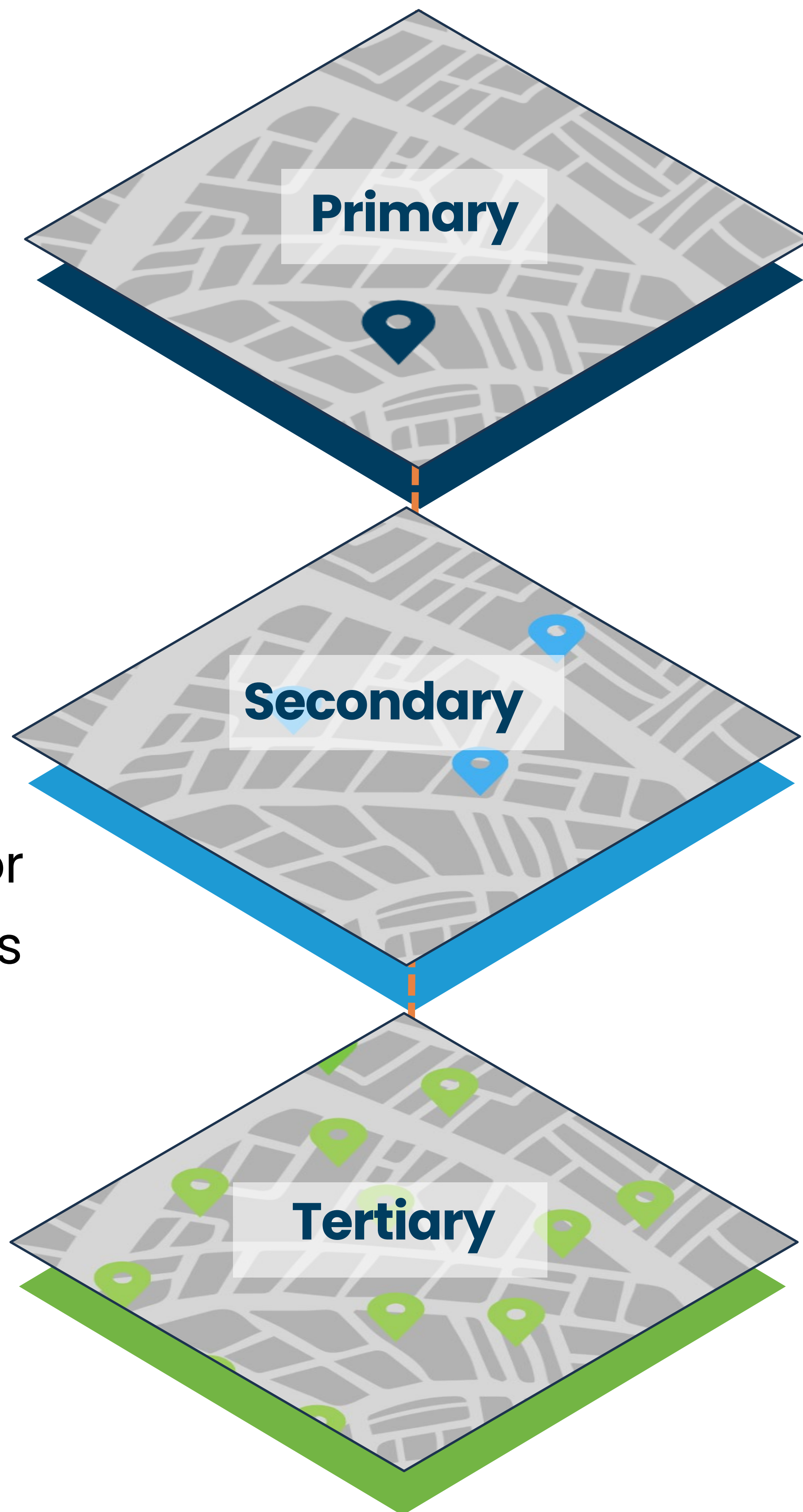


Source: Durham Tourism

Destination Hierarchy

A Hierarchy Framework

Organizes sign programming, prioritizing visibility for essential destinations



1. Primary Destinations

Include **significant areas** that **attract** people from **longer distances** and are relevant or **desirable to a wider range of users**.

Signed up to **10 km** away.

Examples

- Municipalities.
- Communities (neighbourhoods, villages, hamlets).

2. Secondary Destinations

Consist of **important locations** such as **transit stations**, community **parks**, and **shopping districts**.

Signed up to **3 km** away.

Examples

- Trail Access Points.
- Significant Parks.
- Major Community Centres.

3. Tertiary Destinations

Include **local attractions** like neighbourhood parks, **community centres**, and **schools**.

Signed up to **1 km** away.

Examples

- Community Centres.
- Local Parks.
- Municipal Offices.
- Libraries.
- Conservation Areas.
- Museums.

Establishing an Identity for the PCN

Branding elements have been established to facilitate consistency and coherence in the application of signage across the cycling network, so that signs are easy to read, understand and recognize by all users of the PCN.

The D shape is a **nod to the Durham Region logo** and gives a unique identity to the PCN.

The cropped bicycle **represents the intended user** of the cycling wayfinding signage system.

The case and sans serif typeface with a large height **improve legibility and accessibility.**



**Primary
Cycling
Network**

PCN Icon

A **unique icon** has been developed, to **represent the PCN** and provide the network with a **distinct brand identity** that is easily recognized by its users.

Primary Icon

1- Colour



Primary
Cycling
Network

Black



Primary
Cycling
Network

White



Primary
Cycling
Network

Alternate Icon

1- Colour



Black

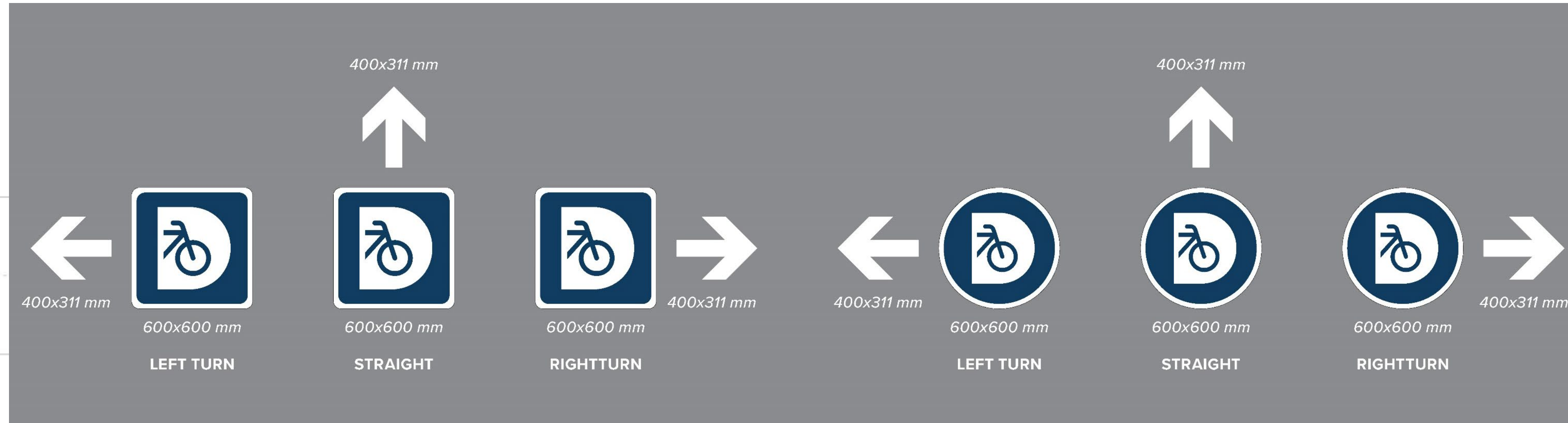


White



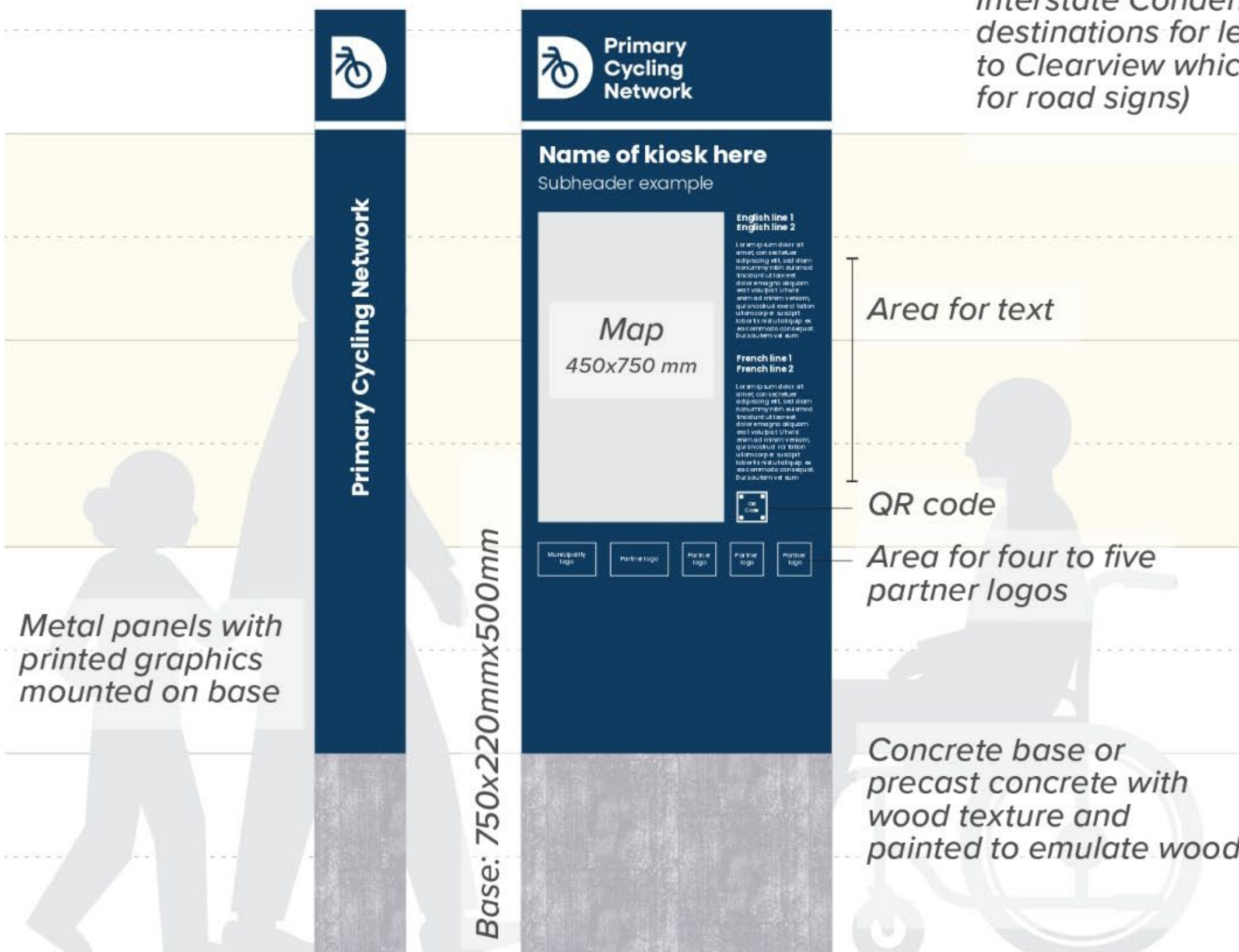
Sign Family Concept

Pavement Markers



SIDE
220x1800mm

FRONT/BACK
750x1800mm



Kiosk

40mm cap height for destination text (similar to Toronto's cycling wayfinding signs)

Interstate Condensed font for destinations for legibility (similar to Clearview which is standard for road signs)

Area for text

QR code

Area for four to five partner logos

Concrete base or precast concrete with wood texture and painted to emulate wood

600x750 mm



Printed aluminum sign

4" square wooden post

Decision

750x300 mm



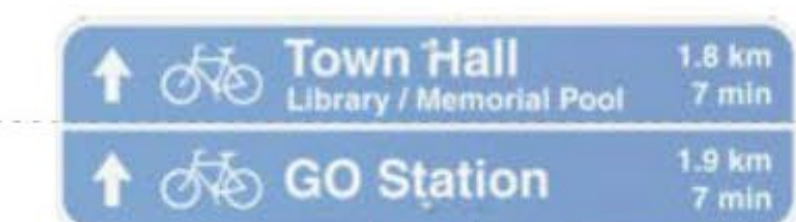
250x250 mm

Turn

750x300 mm



Confirmation



Existing signage



300x300 mm

Co-Branding Medallion

Implementation Plan

Phasing

The goal for the **implementation phasing** is to focus on **existing** PCN routes and **those scheduled for implementation** in the **short-term horizon**, subject to budget approval, timing of regional projects and related initiatives at the area municipal level.

1. Existing Routes

A. Routes without existing signage

- Signage will be added to **segments of the PCN with existing infrastructure and no signage in place**.
- A set of **route prioritization criteria** is needed at the Regional level to prioritize existing routes for implementation.

B. Upgrading existing signage

- Signage will be added to **existing routes** when existing **signs are in need of replacement** or when routes and corridors are being upgraded.

2. Short Term Routes

A. Routes planned for installation between 2024 to 2031

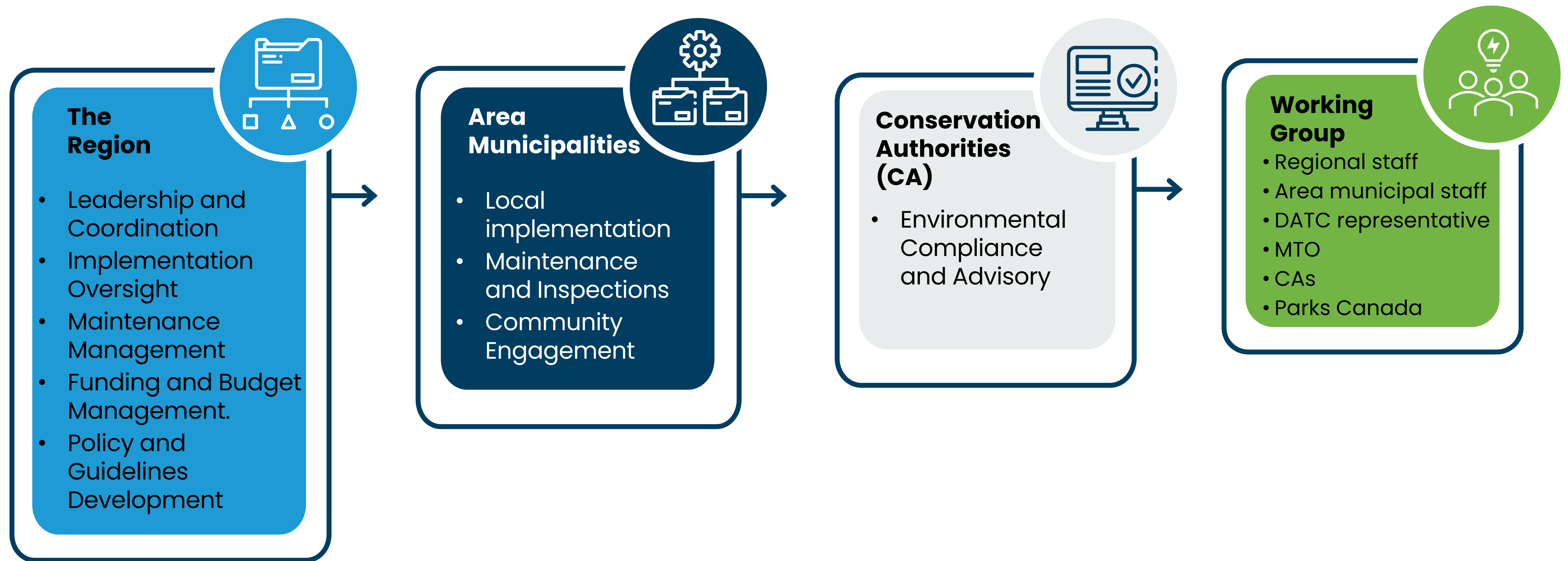
- Signage will be added to **new planned routes identified in the short-term capital and infill planning horizon**.



Implementation Plan

Roles and Responsibilities

The strategy outlines the roles and responsibilities for the key stakeholders including:



Maintenance Considerations

Review Timeline and Responsibilities

0 – 4 years		5 – 9 years	10 – 15 years
<ul style="list-style-type: none"> Update sign location inventory. Annual coordination to assess new facility development and destinations. Annual inspections. Repair, cleaning, or full replacement as needed. 	<ul style="list-style-type: none"> Wear and tear maintenance. General maintenance. Inspect and maintain signs as needed. Assess fading through annual review. 	<ul style="list-style-type: none"> Some signs will need replacing at this stage. Fabrication or contractor warranty may expire at this phase. Inspect signs for fading and worn panels. Inspect welds, fasteners and structural integrity of signs. 	<ul style="list-style-type: none"> Continue to repair, clean, or fully replace signs as needed. Replace sign panels, fasteners and brackets, and painted surfaces. Estimated lifecycle of sign fixtures is 10-15 years.

Considerations

Ongoing Planning and Design



Continuous **assessment and adaption** of the signage system to ensure it remains relevant and effective.

Infrastructure Maintenance



Regular inspections, cleaning, repairs and replacement to ensure the signage remains in optimal condition.

Education and Engagement



Informing and involving the community in the maintenance process, fostering a sense of ownership and pride in the cycling wayfinding signage system.

Funding Tools and Approach

The funding approach for implementing this system **leverages existing mechanisms** and strategies and **introduces new tools where necessary**, aiming to create an effective model.

Approach:

The Region

- Manage the funding and implementation of cycling wayfinding signage, including maintenance and repair, of on-road cycling facilities on Regional Roads.

Area Municipalities and Other Agencies

- Funding for all other cycling wayfinding signs on the PCN including maintenance and repair would be the responsibility of the area municipalities or other agencies, depending on cycling route jurisdiction.

Implementation Tools:

Joint Procurement Process

- Implement collective purchasing of signage to achieve economies of scale, enhancing cost-effectiveness while maintaining uniform quality and design across the PCN.

Leadership in Grant Applications

- The Region to actively lead in monitoring and applying for grants, optimizing funding opportunities to reduce costs and accelerate the implementation process for all partners.

Memorandum of Understanding (MOU):

- Establishing a MOU between the Region and area municipalities to clarify roles and responsibilities and establish commitment to support cycling wayfinding signage as a joint initiative for installing cycling wayfinding signage on PCN routes.

Conclusion and Next Steps

The Cycling Wayfinding and Signage Strategy provides a clear framework and foundation for the Region and partners of the Primary Cycling Network (PCN) to build upon to help improve cycling wayfinding and navigation of the PCN by bike.

Key Takeaways:

- ✓ **Enhances connectivity** and strengthens navigation of the PCN
- ✓ **Identifies additional resources** and support to help implement active transportation navigational elements
- ✓ **Supports AT mode share** via expanding transportation options for local non-auto trips
- ✓ **Supports community needs** for improving safety, coordination and commitment to cycling wayfinding

Next Steps:

01

Conduct sign inventory audit

- Helps to document the types of signs that exist so we have a foundation to start from and support with regular monitoring and maintenance.

02

Establish prioritization criteria

- Assists with confirming which existing PCN routes will be prioritized for implementation to maximize the impact of signage.

03

Identify segments for signage roll-out

- Helps determine a schedule for implementation of cycling wayfinding signage on PCN routes.

Thank You

Contact the Project Team:

Please reach out if you have any questions:

Danielle Culp, Project Planner, Transportation Planning

danielle.culp@durham.ca

Chris Leitch, Manager, Transportation Planning

chris.leitch@durham.ca





The Regional Municipality of Durham Report

To: Committee of the Whole
From: Jason Hunt, Regional Solicitor and Director of Legal Services
Report: #2024-COW-44
Date: November 13, 2024

Subject:

Enbridge Franchise Agreement Renewal

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That staff be authorized to enter into a franchise agreement with Enbridge Gas Inc. in the form of the Model Franchise Agreement attached hereto as Attachment #1, for a term of up to 20 years;
- B) That the draft by-law generally in the form attached hereto as Attachment #2 be approved;
- C) That the draft by-law and agreed-to franchise agreement be authorized for submission to the Ontario Energy Board for approval pursuant to the provisions of Section 9 of the *Municipal Franchises Act*;
- D) That the Ontario Energy Board be requested to make an Order declaring and directing that the assent of the municipal electors to the draft by-law and franchise agreement pertaining to the Corporation of the Regional Municipality of Durham is not necessary, pursuant to the provisions of Section 9(4) of the *Municipal Franchises Act*; and
- E) That the recommendations contained in the confidential memorandum from the Regional Solicitor (as contained in Attachment #3), be adopted.

Report:**1. Overview**

- 1.1 Provincial legislation requires that companies providing natural gas service have the consent of the municipality to use or occupy any of the highways under municipal jurisdiction, referred to in the report as the Right of Way (ROW), to build and maintain natural gas distribution infrastructure. This consent is established by by-law, authorizing an agreement between the municipal corporation and the gas company serving that municipality, which agreement must first be approved by the Ontario Energy Board (OEB) in accordance with the *Municipal Franchises Act*. In Durham Region, Enbridge Gas ('Enbridge') is the sole supplier of natural gas, providing service to approximately 213,200 customers across the Region. Enbridge is required to have an agreement with the Region as well as with each individual local area municipality because natural gas infrastructure uses both Regional and local road rights of way (ROWs).
- 1.2 The OEB established a model agreement in 1987, which was updated in consultation with the Association of Municipalities of Ontario (AMO) in 1999. The current Model Franchise Agreement (MFA), included as Attachment #1 to this report, was approved by the OEB and is standard when considering applications under the *Municipal Franchises Act*. The MFA was issued by the OEB in April 2001 and the *Municipal Franchises Act* was last amended in 2003.
- 1.3 The MFA is endorsed by the OEB and sets out the responsibilities and rights that the natural gas utility has in relation to the use of municipal highways. The agreement allows Enbridge to access the ROW for construction and maintenance of natural gas distribution infrastructure. Under the agreement, the Region and Enbridge agree to share costs related to the relocation and removal of natural gas infrastructure in the ROW to accommodate municipal work such as road construction, and water and sewer infrastructure.
- 1.4 Durham last executed a Franchise Agreement with Enbridge on September 29, 2004, for a 20-year term. That agreement is due for renewal. Until such renewal has been settled, the terms and conditions of the Agreement continue, notwithstanding the expiration of the Agreement. Enbridge has contacted the Region to initiate the renewal of the MFA, which is the reason for this report.

2. Relationship to Strategic Plan

- 2.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
 - a. Goal #5 – Service Excellence
 - 5.1 Optimize resources and partnerships to deliver exceptional quality services and value

3. Conclusion

- 3.1 Enbridge has approached the Region to begin the process of renewing the franchise agreement governing use of municipal highways for gas distribution. The agreement requires Regional Council endorsement before Enbridge submits a request to the OEB for approval to renew the agreement.
- 3.2 Regional staff are also seeking direction from Council, in accordance with the attached privileged and confidential memorandum from the Regional Solicitor.

4. Attachments

Attachment #1: Model Franchise Agreement

Attachment #2: Proposed Draft By-law

Attachment #3: Privileged and Confidential Memorandum from Jason Hunt, Regional Solicitor (under separate cover)

Respectfully submitted,

Original signed by

Jason D.D. Hunt
Regional Solicitor and Director of Legal
Services

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



Ontario Energy Board

Ontario

Model Franchise Agreement

THIS AGREEMENT effective this day of 20

BETWEEN:

hereinafter called the "Corporation"

- and -

hereinafter called the "Gas Company"

WHEREAS the Gas Company desires to distribute, store and transmit gas in the Municipality upon the terms and conditions of this Agreement;

AND WHEREAS by by-law passed by the Council of the Corporation (the "By-law"), the duly authorized officers have been authorized and directed to execute this Agreement on behalf of the Corporation;

THEREFORE the Corporation and the Gas Company agree as follows:

Part I - Definitions

1. In this Agreement:
 - a. "decommissioned" and "decommissions" when used in connection with parts of the gas system, mean any parts of the gas system taken out of active use and purged in accordance with the applicable CSA standards and in no way affects the use of the term 'abandoned' pipeline for the purposes of the *Assessment Act*;
 - b. "Engineer/Road Superintendent" means the most senior individual employed by the Corporation with responsibilities for highways within the Municipality or the person designated by such senior employee or such other person as may from time to time be designated by the Council of the Corporation;

- c. "gas" means natural gas, manufactured gas, synthetic natural gas, liquefied petroleum gas or propane-air gas, or a mixture of any of them, but does not include a liquefied petroleum gas that is distributed by means other than a pipeline;
- d. "gas system" means such mains, plants, pipes, conduits, services, valves, regulators, curb boxes, stations, drips or such other equipment as the Gas Company may require or deem desirable for the distribution, storage and transmission of gas in or through the Municipality;
- e. "highway" means all common and public highways and shall include any bridge, viaduct or structure forming part of a highway, and any public square, road allowance or walkway and shall include not only the travelled portion of such highway, but also ditches, driveways, sidewalks, and sodded areas forming part of the road allowance now or at any time during the term hereof under the jurisdiction of the Corporation;
- f. "Model Franchise Agreement" means the form of agreement which the Ontario Energy Board uses as a standard when considering applications under the *Municipal Franchises Act*. The Model Franchise Agreement may be changed from time to time by the Ontario Energy Board;
- g. "Municipality" means the territorial limits of the Corporation on the date when this Agreement takes effect, and any territory which may thereafter be brought within the jurisdiction of the Corporation;
- h. "Plan" means the plan described in Paragraph 5 of this Agreement required to be filed by the Gas Company with the Engineer/Road Superintendent prior to commencement of work on the gas system; and
- i. whenever the singular, masculine or feminine is used in this Agreement, it shall be considered as if the plural, feminine or masculine has been used where the context of the Agreement so requires.

Part II - Rights Granted

2. To provide gas service:

The consent of the Corporation is hereby given and granted to the Gas Company to distribute, store and transmit gas in and through the Municipality to the Corporation and to the inhabitants of the Municipality.

or

The consent of the Corporation is hereby given and granted to the Gas Company to distribute, store and transmit gas in and through the Corporation and to the inhabitants of those local or lower tier municipalities within the Municipality from which the Gas Company has a valid franchise agreement for that purpose.

* Footnote: Choose one only.

3. To Use Highways.

Subject to the terms and conditions of this Agreement the consent of the Corporation is hereby given and granted to the Gas Company to enter upon all highways now or at any time hereafter under the jurisdiction of the Corporation and to lay, construct, maintain, replace, remove, operate and repair a gas system for the distribution, storage and transmission of gas in and through the Municipality.

4. Duration of Agreement and Renewal Procedures.

- a. If the Corporation has not previously received gas distribution services, the rights hereby given and granted shall be for a term of 20 years from the date of final passing of the By-law.

or

- b. If the Corporation has previously received gas distribution services, the rights hereby given and granted shall be for a term of 20 years from the date of final passing of the By-law provided that, if during the 20-year term this Agreement, the Model Franchise Agreement is changed, then on the 7th anniversary and on the 14th anniversary of the date of the passing of the By-law, this Agreement shall be deemed to be amended to incorporate any changes in the Model Franchise Agreement in effect on such anniversary dates. Such deemed amendments shall not apply to alter the 20-year term.

- c. At any time within two years prior to the expiration of this Agreement, either party may give notice to the other that it desires to enter into negotiations for a renewed franchise upon such terms and conditions as may be agreed upon. Until such renewal has been settled, the terms and conditions of this Agreement shall continue, notwithstanding the expiration of this Agreement. This shall not preclude either party from applying to the Ontario Energy Board for a renewal of the Agreement pursuant to section 10 of the *Municipal Franchises Act*.

Part III - Conditions

5. Approval of Construction

- a. The Gas Company shall not undertake any excavation, opening or work which will disturb or interfere with the surface of the travelled portion of any highway unless a permit therefor has first been obtained from the Engineer/Road Superintendent and all work done by the Gas Company shall be to his satisfaction.
- b. Prior to the commencement of work on the gas system, or any extensions or changes to it (except service laterals which do not interfere with municipal works in the highway), the Gas Company shall file with the Engineer/Road Superintendent a Plan, satisfactory to the Engineer/Road Superintendent, drawn to scale and of sufficient detail considering the complexity of the specific locations involved, showing the highways in which it proposes to lay its gas system and the particular parts thereof it proposes to occupy.

- c. The Plan filed by the Gas Company shall include geodetic information for a particular location:
 - i. where circumstances are complex, in order to facilitate known projects, including projects which are reasonably anticipated by the Engineer/Road Superintendent, or
 - ii. when requested, where the Corporation has geodetic information for its own services and all others at the same location.
 - d. The Engineer/Road Superintendent may require sections of the gas system to be laid at greater depth than required by the latest CSA standard for gas pipeline systems to facilitate known projects or to correct known highway deficiencies.
 - e. Prior to the commencement of work on the gas system, the Engineer/Road Superintendent must approve the location of the work as shown on the Plan filed by the Gas Company, the timing of the work and any terms and conditions relating to the installation of the work.
 - f. In addition to the requirements of this Agreement, if the Gas Company proposes to affix any part of the gas system to a bridge, viaduct or other structure, if the Engineer/Road Superintendent approves this proposal, he may require the Gas Company to comply with special conditions or to enter into a separate agreement as a condition of the approval of this part of the construction of the gas system.
 - g. Where the gas system may affect a municipal drain, the Gas Company shall also file a copy of the Plan with the Corporation's Drainage Superintendent for purposes of the *Drainage Act*, or such other person designated by the Corporation as responsible for the drain.
 - h. The Gas Company shall not deviate from the approved location for any part of the gas system unless the prior approval of the Engineer/Road Superintendent to do so is received.
 - i. The Engineer/Road Superintendent's approval, where required throughout this Paragraph, shall not be unreasonably withheld.
 - j. The approval of the Engineer/Road Superintendent is not a representation or warranty as to the state of repair of the highway or the suitability of the highway for the gas system.
6. As Built Drawings.

The Gas Company shall, within six months of completing the installation of any part of the gas system, provide two copies of "as built" drawings to the Engineer/Road Superintendent. These drawings must be sufficient to accurately establish the location, depth (measurement between the top of the gas system and the ground surface at the time of installation) and distance of the gas system. The "as built" drawings shall be of the same quality as the Plan and, if the approved pre-construction plan included elevations that were geodetically referenced, the "as built" drawings shall similarly include elevations that are geodetically referenced. Upon the request of the Engineer/Road

Superintendent, the Gas Company shall provide one copy of the drawings in an electronic format and one copy as a hard copy drawing.

7. Emergencies

In the event of an emergency involving the gas system, the Gas Company shall proceed with the work required to deal with the emergency, and in any instance where prior approval of the Engineer/Road Superintendent is normally required for the work, the Gas Company shall use its best efforts to immediately notify the Engineer/Road Superintendent of the location and nature of the emergency and the work being done and, if it deems appropriate, notify the police force, fire or other emergency services having jurisdiction. The Gas Company shall provide the Engineer/Road Superintendent with at least one 24 hour emergency contact for the Gas Company and shall ensure the contacts are current.

8. Restoration

The Gas Company shall well and sufficiently restore, to the reasonable satisfaction of the Engineer/Road Superintendent, all highways, municipal works or improvements which it may excavate or interfere with in the course of laying, constructing, repairing or removing its gas system, and shall make good any settling or subsidence thereafter caused by such excavation or interference. If the Gas Company fails at any time to do any work required by this Paragraph within a reasonable period of time, the Corporation may do or cause such work to be done and the Gas Company shall, on demand, pay the Corporation's reasonably incurred costs, as certified by the Engineer/Road Superintendent.

9. Indemnification

The Gas Company shall, at all times, indemnify and save harmless the Corporation from and against all claims, including costs related thereto, for all damages or injuries including death to any person or persons and for damage to any property, arising out of the Gas Company operating, constructing, and maintaining its gas system in the Municipality, or utilizing its gas system for the carriage of gas owned by others. Provided that the Gas Company shall not be required to indemnify or save harmless the Corporation from and against claims, including costs related thereto, which it may incur by reason of damages or injuries including death to any person or persons and for damage to any property, resulting from the negligence or wrongful act of the Corporation, its servants, agents or employees.

10. Insurance

- a. The Gas Company shall maintain Comprehensive General Liability Insurance in sufficient amount and description as shall protect the Gas Company and the Corporation from claims for which the Gas Company is obliged to indemnify the Corporation under Paragraph 9. The insurance policy shall identify the Corporation as an additional named insured, but only with respect to the operation of the named insured (the Gas Company). The insurance policy shall not lapse or be cancelled without sixty (60) days' prior written notice to the Corporation by the Gas Company.

- b. The issuance of an insurance policy as provided in this Paragraph shall not be construed as relieving the Gas Company of liability not covered by such insurance or in excess of the policy limits of such insurance.
- c. Upon request by the Corporation, the Gas Company shall confirm that premiums for such insurance have been paid and that such insurance is in full force and effect.

11. Alternative Easement

The Corporation agrees, in the event of the proposed sale or closing of any highway or any part of a highway where there is a gas line in existence, to give the Gas Company reasonable notice of such proposed sale or closing and, if is feasible, to provide the Gas Company with easements over that part of the highway proposed to be sold or closed sufficient to allow the Gas Company to preserve any part of the gas system in its then existing location. In the event that such easements cannot be provided, the Corporation and the Gas Company shall share the cost of relocating or altering the gas system to facilitate continuity of gas service, as provided for in Paragraph 12 of this Agreement.

12. Pipeline Relocation

- a. If in the course of constructing, reconstructing, changing, altering or improving any highway or any municipal works, the Corporation deems that it is necessary to take up, remove or change the location of any part of the gas system, the Gas Company shall, upon notice to do so, remove and/or relocate within a reasonable period of time such part of the gas system to a location approved by the Engineer/Road Superintendent.
- b. Where any part of the gas system relocated in accordance with this Paragraph is located on a bridge, viaduct or structure, the Gas Company shall alter or relocate that part of the gas system at its sole expense.
- c. Where any part of the gas system relocated in accordance with this Paragraph is located other than on a bridge, viaduct or structure, the costs of relocation shall be shared between the Corporation and the Gas Company on the basis of the total relocation costs, excluding the value of any upgrading of the gas system, and deducting any contribution paid to the Gas Company by others in respect to such relocation; and for these purposes, the total relocation costs shall be the aggregate of the following:
 - i. the amount paid to Gas Company employees up to and including field supervisors for the hours worked on the project plus the current cost of fringe benefits for these employees,
 - ii. the amount paid for rental equipment while in use on the project and an amount, charged at the unit rate, for Gas Company equipment while in use on the project,
 - iii. the amount paid by the Gas Company to contractors for work related to the project,

- iv. the cost to the Gas Company for materials used in connection with the project, and
 - v. a reasonable amount for project engineering and project administrative costs which shall be 22.5% of the aggregate of the amounts determined in items (i), (ii), (iii) and (iv) above.
- d. The total relocation costs as calculated above shall be paid 35% by the Corporation and 65% by the Gas Company, except where the part of the gas system required to be moved is located in an unassumed road or in an unopened road allowance and the Corporation has not approved its location, in which case the Gas Company shall pay 100% of the relocation costs.

Part IV - Procedural And Other Matters

13. Municipal By-laws of General Application

The Agreement is subject to the provisions of all regulating statutes and all municipal by-laws of general application, except by-laws which have the effect of amending this Agreement.

14. Giving Notice

Notices may be delivered to, sent by facsimile or mailed by prepaid registered post to the Gas Company at its head office or to the authorized officers of the Corporation at its municipal offices, as the case may be.

15. Disposition of Gas System

- a. If the Gas Company decommissions part of its gas system affixed to a bridge, viaduct or structure, the Gas Company shall, at its sole expense, remove the part of its gas system affixed to the bridge, viaduct or structure.
- b. If the Gas Company decommissions any other part of its gas system, it shall have the right, but is not required, to remove that part of its gas system. It may exercise its right to remove the decommissioned parts of its gas system by giving notice of its intention to do so by filing a Plan as required by Paragraph 5 of this Agreement for approval by the Engineer/Road Superintendent. If the Gas Company does not remove the part of the gas system it has decommissioned and the Corporation requires the removal of all or any part of the decommissioned gas system for the purpose of altering or improving a highway or in order to facilitate the construction of utility or other works in any highway, the Corporation may remove and dispose of so much of the decommissioned gas system as the Corporation may require for such purposes and neither party shall have recourse against the other for any loss, cost, expense or damage occasioned thereby. If the Gas Company has not removed the part of the gas system it has decommissioned and the Corporation requires the removal of all or any part of the decommissioned gas system for the purpose of altering or improving a highway or in order to facilitate the construction of utility or other works in a highway, the Gas Company may elect to relocate the decommissioned gas system and in that event

Paragraph 12 applies to the cost of relocation.

16. Use of Decommissioned Gas System

- a. The Gas Company shall provide promptly to the Corporation, to the extent such information is known:
 - i. the names and addresses of all third parties who use decommissioned parts of the gas system for purposes other than the transmission or distribution of gas; and
 - ii. the location of all proposed and existing decommissioned parts of the gas system used for purposes other than the transmission or distribution of gas.
- b. The Gas Company may allow a third party to use a decommissioned part of the gas system for purposes other than the transmission or distribution of gas and may charge a fee for that third party use, provided
 - i. the third party has entered into a municipal access agreement with the Corporation; and
 - ii. the Gas Company does not charge a fee for the third party's right of access to the highways.
- c. Decommissioned parts of the gas system used for purposes other than the transmission or distribution of gas are not subject to the provisions of this Agreement. For decommissioned parts of the gas system used for purposes other than the transmission and distribution of gas, issues such as relocation costs will be governed by the relevant municipal access agreement.

17. Franchise Handbook

The Parties acknowledge that operating decisions sometimes require a greater level of detail than that which is appropriately included in this Agreement. The Parties agree to look for guidance on such matters to the Franchise Handbook prepared by the Association of Municipalities of Ontario and the gas utility companies, as may be amended from time to time.

18. Other Conditions

The following paragraph shall be inserted as a special condition in the old Union Gas franchise area, which is understood to be the franchise area of Union Gas in southwestern Ontario prior to its merger with Centra Gas.

Notwithstanding the cost sharing arrangements described in Paragraph 12, if any part of the gas system altered or relocated in accordance with Paragraph 12 was constructed or installed prior to January 1, 1981, the Gas Company shall alter or relocate, at its sole expense, such part of the gas system at the point specified, to a location satisfactory to the Engineer/Road Superintendent.

19. Agreement Binding Parties

This Agreement shall extend to, benefit and bind the parties thereto, their successors and assigns, respectively.

IN WITNESS WHEREOF the parties have executed this Agreement effective from the date written above.

THE CORPORATION OF _____

By: _____

Duly Authorized Officer

[Insert name of Gas Company]

By: _____

By-law Number 2024-
of The Regional Municipality of Durham

Being a by-law to authorize a franchise agreement between The Regional Municipality of Durham and Enbridge Gas Inc.

Whereas the Council of The Regional Municipality of Durham deems it expedient to enter into the attached franchise agreement (the "Franchise Agreement") with Enbridge Gas Inc.;

And Whereas the Ontario Energy Board by its Order issued pursuant to the *Municipal Franchises Act* on the _____ day of _____, 2024 has approved the terms and conditions upon which and the period for which the franchise provided in the Franchise Agreement is proposed to be granted, and has declared and directed that the assent of the municipal electors in respect of this By-Law is not necessary:

Now therefore, the Council of The Regional Municipality of Durham enacts as follows:

1. That the Franchise Agreement between the Corporation of the Regional Municipality of Durham and Enbridge Gas Inc. attached hereto and forming part of this by-law, is hereby authorized and the franchise provided for therein is hereby granted.
2. That the Regional Chair and Regional Clerk be and they are hereby authorized and instructed on behalf of the Corporation of the Regional Municipality of Durham to enter into and execute under its corporate seal and deliver the Franchise Agreement, which is hereby incorporated into and forming part of this By-Law.
3. That the following by-law be hereby repealed:
 - By-law Number 59-2004 for the Corporation of the Regional Municipality of Durham, passed in Council on the 29th day of September 2004.

This by-law Read and Passed on the _____ day of _____, 2025.

J. Henry, Regional Chair and CEO

Alexander Harras, Regional Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564.



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development, Commissioner of Finance and Commissioner of Works
Report: #2024-COW-45
Date: November 13, 2024

Subject:

Durham Region Cycling Wayfinding and Signage Strategy

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That the Cycling Wayfinding and Signage Strategy, provided as Attachment 1 to this report, be endorsed; and
 - i) Aligned with current practice and the existing Council approved funding formula for cycling infrastructure, the Region will be responsible for funding, implementation, and maintenance of cycling wayfinding signage along on-road cycling facilities on Regional Roads, with area municipalities or other agencies to hold responsibility for funding, implementation, and maintenance of cycling wayfinding signage along all other corridors of the Primary Cycling Network, depending on route jurisdiction; and
 - B) That the Cycling Wayfinding and Signage Strategy actions be considered along with all other priorities through future annual Regional Business Plans and Budget processes.
-

Report:**1. Purpose**

- 1.1 The purpose of this report is to advise Committee that a Cycling Wayfinding and Signage Strategy (Attachment 1) has been prepared through review and engagement with area municipalities and other stakeholders. The Durham Region Cycling Wayfinding and Signage Strategy (“the Strategy”) was initiated in May 2023 to:
- a. Establish a cohesive, consistent, and well-designed region-wide cycling wayfinding system.
 - b. Promote cycling use and recognition of the Primary Cycling Network (PCN).
 - c. Improve the overall experience and safety of cyclists.

2. Background

- 2.1 The development of a Cycling Wayfinding and Signage Strategy was first identified through the [Regional Cycling Plan](#) (RCP), which was updated and approved by Council in 2021, to support a greater shift towards a more cycling-friendly culture.
- 2.2 To help advance the development of the Strategy, the Region received funding through the Federal Active Transportation Fund (ATF). This funding enabled the Region to retain a consultant, Alta Planning and Design, to assist in the completion of the Strategy.

3. Consultation

- 3.1 The project was completed through a multi-stage engagement and outreach process. Stakeholder engagement was structured into four key stages, each with a distinct focus in the development and refinement of the Cycling Wayfinding and Signage Strategy:
- a. **Project Initiation** – Introducing the Strategy and establishing community engagement.
 - b. **Shaping the Vision** – Establish goals and objectives, review of existing conditions, identify visual preferences for signage and undertake destination mapping. Public Information Centre #1 was held virtually during this stage.
 - c. **Brand Development** – Branding and sign family concepts, and establishing a destination hierarchy.

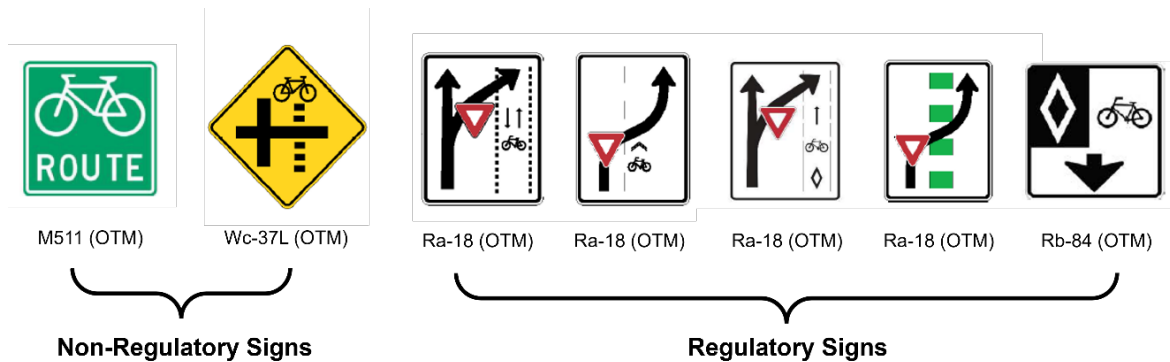
- d. **Final Strategy** – Public Information Centre #2 was held in-person during this stage, followed by preparation of the draft and final Strategy.
- 3.2 A comprehensive approach to engagement was applied throughout all stages of the Strategy. A variety of digital and in-person activities were utilized to foster inclusive and collaborative participation among all residents and stakeholders, raising awareness across diverse audiences that might not be reached through conventional engagement methods. The engagement and audience groups included:
- a. **The Project Review Team (PRT)** – The PRT was developed to facilitate early and ongoing participation of key review agencies to provide specialized input and review project documentation at various stages of the project. The composition of the PRT is extensive, including Regional staff from various departments, area municipal staff, federal and provincial government representatives, conservation authority staff and trail partners, Durham Active Transportation Committee (DATC) and Durham Region Accessibility Advisory Committee (AAC) members.
 - b. **Equity Steering Committee (ESC)** – Equity-deserving individuals and groups who are not traditionally engaged in consultation processes were invited to sit on the ESC and provided an honorarium for their contributions. This approach aimed to develop the Strategy to reflect the diverse perspectives of Durham residents.
 - c. **The Public** – Includes all members of the community who will benefit from the Strategy. Their input and feedback were valuable in shaping the project's implementation and its alignment with the community's interests and preferences.

4. Current Context

- 4.1 The Region does not have its own branded cycling wayfinding signs. A review of existing cycling wayfinding signage across Durham Region was completed and revealed inconsistencies in the types of cycling wayfinding signage provided by various partners. This demonstrates the need for consistency in sign types and a standardized approach to cycling wayfinding signage across the Primary Cycling Network (PCN).

4.2 Ontario Traffic Manual (OTM) Book 18: Cycling Facilities, served as a critical resource to inform the development of the Cycling Wayfinding and Signage Strategy. OTM Book 18 provides guidance on both regulatory and non-regulatory signage for cycling infrastructure. Figure 1 illustrates examples of common regulatory and non-regulatory signs included in OTM Book 18.

Figure 1: Examples of Regulatory and Non-Regulatory Cycling Signs from OTM Book 18



4.3 Regulatory signs notify road users of traffic laws or regulations that must be followed and are legally enforceable. Non-regulatory signs provide information on guidance to road users but are not legally enforceable; they typically include signs to help cyclists safely navigate cycling routes. Although certain regulatory and non-regulatory signs have a cycling route or facility marking component, they do not contain a wayfinding component to nearby cycling facilities or destinations.

5. Overview of the Cycling Wayfinding and Signage Strategy

5.1 The Cycling Wayfinding and Signage Strategy (Attachment 1) and appendices (Attachment 2) provides guidance on wayfinding elements and navigational features, including sign types, design and fabrication, sign planning and placement, as well as costing, installation, and maintenance considerations for signage along the PCN. The Strategy provides a range of details along with recommended actions to assist the Region and its partners, comprising of area municipalities and conservation authorities, the Waterfront Regeneration Trust, Parks Canada and the Trans Canada Trail to implement signage and wayfinding elements for cyclists on the PCN that are:

- Intuitive to navigate and interpret.
- Cohesive and consistent in application.
- Well-designed and easily recognizable.

5.2 The following sections provide a high-level overview of the key elements provided in each of the chapters of the Strategy. These include:

- a. **Sign Family and Components** – A suite of signs and wayfinding elements has been established for the Strategy. The design of the signs, as shown in Attachment 3, focuses on maximum legibility to quickly orient users of the PCN. For each element of the sign family, various components including branding, destinations, distance to destinations, time directional arrows, etc. have been proposed for inclusion on the signs. Each sign is slightly different in its design depending on its purpose. The kiosk and co-branding medallions have been designed to include opportunities for co-branding with other route partners and existing wayfinding signage systems.
- b. **Design Guidelines** – Branding guidelines and design intent drawings have been created to serve as a reference for the overall look and feel of the signage and to maintain consistency in visual communications. The branding guidelines provide information on the colour palette, typography and unique icon created specifically for the Region’s cycling wayfinding system (refer to icon examples in Figure 2 below).
- c. **Destination Hierarchy** – The Strategy categorizes destinations into key categories based on their importance and how they can be used to orient cyclists. The destination categories include:
 - **Primary Destinations:** major landmarks and essential geographic references signed from distances up to 10 kilometres away, serving to orient visitors from afar, as they are more significant reference points such as municipalities and communities (neighbourhoods, hamlets, villages).
 - **Secondary Destinations:** Important points of interest that are accessible via bike routes or trail systems, marked on signs within a three-kilometre radius, that are more localized in their function such as trail access points, major community centres, transportation hubs, post-secondary campuses and healthcare facilities.
 - **Tertiary Destinations:** Includes local attractions, institutions, and services accessed by active travel modes, signed from distances as close as one kilometre away such as local parks, libraries, conservation areas and museums.

Figure 2: Primary and Alternative Icons for the Primary Cycling Network**Primary Icons****Alternative Icons**

- d. **Sign Placement and Programming** – A sign placement plan was developed as a framework to strategically place signs to direct cyclists and highlight key locations. As part of the sign placement plan, a planning database using Geographic Information System (GIS) technology is proposed which includes:
- Sign type and ID (unique code for sign).
 - Corridor name/location.
 - Sign orientation (direction that sign is facing).
 - Mounting method (i.e., on new or existing post or pole).
 - Sign information order (first/second/third destination and accompanying information).
 - Notes on sign placement considerations (i.e., opportunity for co-placement on existing pole or with other proposed signage). Each type of sign communicates specific information, necessitating careful planning and consideration.
- e. **Implementation and Maintenance** – The Strategy specifies fabrication and recommended material options for the proposed sign types to help support accuracy, legibility, durability, compliance with existing standards, and regulations and consistency in application. It also provides guidance on estimated activities and frequencies required for maintenance of the wayfinding infrastructure.

- It is envisioned that priority for implementation will be given to segments of the PCN with existing infrastructure and no signage in place, followed by routes with signage that is at the end of its lifecycle or in need of replacement, followed by new planned routes identified in the short-term capital and infill planning horizon. It also recommends that a set of route prioritization criteria be developed, building off the example criteria contained in the Strategy.
 - The Strategy also identifies general roles and responsibilities of key stakeholders involved with implementing the Strategy. To support maintenance and implementation responsibilities, the Strategy recommends the establishment of a Working Group to help to assist with implementing, monitoring, and maintaining cycling wayfinding signage and to identify priority route segments.
 - The Working Group would be comprised of Regional staff; area municipal staff; the Ministry of Transportation of Ontario; one to two representatives from the DATC; and external agencies such as conservation authorities, the Waterfront Regeneration Trust, and/or Parks Canada. Upon endorsement of this Strategy, Regional staff will work with partners to establish a Cycling Wayfinding and Signage Working Group to advance the Strategy.
- f. **High-level Cost Estimates and Financial Considerations** – High-level cost estimates for the elements introduced as part of the sign family in this Strategy have been identified based on per unit cost quotes provided by local fabricators (refer to Table 14 on page 101 in the Strategy for more information). The approach to funding the implementation of the proposed cycling wayfinding signage system aims to leverage existing approaches and mechanisms which have already demonstrated success and to propose new tools, where necessary to create an effective model.
- The Strategy recommends that the Region continue to manage the funding and implementation of cycling wayfinding signage, including maintenance, of on-road cycling facilities on Regional Roads. Funding for all other cycling wayfinding signs on the PCN including maintenance would be the responsibility of the area municipalities or other agencies, depending on cycling route jurisdiction. This approach is consistent with current practice and Regional Council's approved funding formula for cycling infrastructure and helps streamline coordination and sign implementation processes. To help support implementation of cycling

wayfinding signage along the PCN for the Region, area municipalities, conservation authorities and other PCN route partners, additional tools and tactics have been identified as part of the Strategy. These include:

- (i) Investigating a joint procurement process for Cycling Wayfinding Signage to help achieve economies of scale to support purchasing signs in bulk and ensure consistency in the quality, design and fabrication.
- (ii) Identifying and pursuing additional funding opportunities through senior government grants and partnerships to further support signage on both regional and local PCN routes. This would help generate potential cost savings for the Region, area municipalities and other PCN partner agencies to help accelerate the implementation of cycling wayfinding signage on PCN routes.
- (iii) Establishing a Memorandum of Understanding (MOU) between the Region and area municipalities to clarify roles and responsibilities and establish commitment to support cycling wayfinding signage as a joint initiative for installing cycling wayfinding signage on PCN routes.

6. What We Heard

6.1 Key topics raised throughout the engagement process for the Strategy included:

a. Consistency in application and branding across the region

- Extensive guidance is provided throughout the Strategy to ensure consistency in application of signage and branding throughout the PCN. It provides clear direction on how to effectively integrate the icon and other branding components successfully across various contexts. Additionally, the Strategy outlines the types of destinations to sign, offers placement recommendations, includes design intent drawings and proposes sign treatments. It also establishes maintenance standards to strengthen uniformity in the application of signs along the PCN.

b. Signage maintenance and effectiveness

- The Strategy responds to a desire from area municipalities and Regional staff to reduce sign clutter and complement existing maintenance practices by recommending that sign installation complement existing signage by applying the new proposed signs to fill in gaps where signage does not exist on PCN routes to reduce unnecessary signage.

- The sign placement plan and programming framework help ensure signs are placed in locations that are visible, intuitive and at critical points along the PCN. This not only improves the user experience by making navigation easier but also helps reduce sign clutter, and maintenance costs and resources by avoiding redundant or misplaced signs.
- Furthermore, the Strategy focuses on specific and clear maintenance actions and timelines to ensure signage upkeep and less so on operational concerns (e.g. budgets, staffing, etc.) that fluctuate over time, which could make the document outdated or inaccurate more quickly.

c. Accessibility in design, interpretation and placement of signage

- The Strategy identifies a sign family and branding that is clear, high contrast, and incorporates universally recognizable symbols and icons that are easy to read quickly by people of all ages and abilities while in motion. The sign family was developed through extensive consultation with the public, PRT and the ESC, to ensure it reflects diverse perspectives and users of the network.

d. User focus

- The Strategy is designed with the user perspective at its core, ensuring that cyclists can easily navigate and orient themselves, no matter where they are in the PCN. It provides clear guidance on where to place signage at key decision points and along continuous routes to provide clear, intuitive directions. Consistent use of symbols, wayfinding elements and distance to destination information is also recommended through the Strategy to allow cyclists to confidently plan their journey.

e. Distinct identity that is easily recognized and builds on familiarity of existing branding used throughout the region

- The Strategy included extensive consultation and engagement with various audience groups to ensure the sign family incorporates a look and feel that resonates with users of all ages and abilities. It incorporates familiar colour schemes that draw inspiration from the RCP to align with existing Regional branding. The icon, featuring a cropped bicycle illustration within the letter "D" for Durham, enhances this connection by building on the already recognizable Durham brand. This approach creates a distinct identity for

the PCN that is easily recognized by both cyclists and the broader community.

7. Relationship to Strategic Plan

7.1 This report aligns with and addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

a. Environmental Sustainability

- 1.5 – Expands sustainable and active transportation options by increasing accessibility and availability of cycling wayfinding signage and promoting cycling as a healthy mode of transportation that can help reduce CO₂ emissions and carbon footprint through education and encouragement initiatives.

b. Economic Prosperity

- 3.3 – Enhances and promotes key destinations and attractions for commuting, errands and tourism purposes included on signage as well as the benefits that cycling has on the local economy.

c. Service Excellence

- 5.1 – Optimizes resources and partnerships to deliver exceptional quality services and value by working more closely with all key stakeholders to deliver cycling wayfinding signage and programs that benefit all residents and visitors.

8. Conclusion and Next Steps

8.1 The Cycling Wayfinding and Signage Strategy provides a clear framework and foundation for the Region and partners of the Primary Cycling Network (PCN) to build upon to help improve cycling wayfinding and navigation of the PCN by bike. However, it is not intended to be a blueprint for implementation. To help initiate implementation steps, the strategy recommends that a sign inventory be conducted, prioritization criteria be established and a preliminary list of segments for signage roll-out be identified.

8.2 Endorsement of the Strategy and its ongoing implementation, as recommended, will help to achieve the Region's strategic goals of expanding and strengthening its cycling network, respond to the need to provide for more local non-auto trips, and

address community needs for improving safety, coordination, and commitment to cycling wayfinding.

- 8.3 The Strategy recommends several strategies and actions to guide the Region for its implementation. It is recommended that funding to implement the recommended actions be considered through the long-term financial planning process and included, as appropriate, in the relevant departmental annual business plans and budgets.

9. Attachments

Attachment #1: Link to [Durham Region Cycling Wayfinding and Signage Strategy – Main Report](#)

Attachment #2: Link to [Durham Region Cycling Wayfinding and Signage Strategy – Main Report – Appendices](#)

Attachment #3: Sign Family and Wayfinding Elements

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and Economic
Development

Original signed by

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original signed by

Ramesh Jagannathan, MBA, M.Eng.,
P.Eng., PTOE
Commissioner of Works

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development, Commissioner of Works and Regional Solicitor
Report: #2024-COW-46
Date: November 13, 2024

Subject:

Regional Electric Kick Scooter By-law Extension

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That the Effective Date be removed from the Regional Electric Kick Scooter By-law, allowing it to continue to be in force for so long as the Province of Ontario's Regulation 389/19: Pilot Project – Electric Kick-Scooters is in effect; and
 - B) That a by-law to amend the Electric Kick-Scooter By-law (#23-2022), generally in the form included as Attachment #2 to this Report, to remove the section titled "Effective Date", be presented to Council for adoption to give effect to the recommendation.
-

Report:

1. Purpose

- 1.1 On April 13, 2022, Committee of the Whole approved report [#2022-COW-9](#), which recommended that an Electric Kick Scooter By-law to enable electric kick scooters (e-scooters) be adopted. The purpose of the by-law is to regulate e-scooters and their safe operation on Regional roads and properties within Durham.
- 1.2 The Electric Kick Scooter By-law was possible in part because of Regulation 389/19 of the Highway Traffic Act, which provides that a municipality can allow the use of e-scooters with the passage of a by-law.

- 1.3 The Electric Kick Scooter By-law (23-2022) came into effect on April 27, 2022 (Attachment #1) and provided the Region with flexibility to repeal the By-law if the Ministry of Transportation of Ontario (MTO) did not extend their five-year Pilot Program. The Regional Electric Kick Scooter By-law expires on November 27, 2024, to align with the current expiry of the Provincial Pilot.
- 1.4 On October 28, MTO extended the pilot e-scooter program until November 27, 2029, and has sought feedback from municipal staff and the public to gather additional data to support its review and analysis of e-scooters ([Environmental Registry of Ontario, Electric Kick-Style Scooters \(e-scooters\) Pilot](#)).
- 1.5 The purpose of this report is to recommend the removal of the Effective Date section of the Electric Kick Scooter By-law. Without an Effective Date, the by-law will remain in effect for the same period as the Provincial Pilot. The proposed amending by-law is included in Attachment #2.
- 1.6 Should the Province cancel the Pilot at any time, it would need to repeal the Regulation. Without the Regulation, the Electric Kick Scooter By-law would be of no force and effect at law, and staff would request that the Clerk repeal the By-law using the authority established in the Procedure By-law (2024-032).

2. Background

- 2.1 There is a need to establish clear regulations that continue to enable the safe operation of e-scooters and ensure that measures are in place to enforce their safe operation consistently across the Region.
- 2.2 A Regional Electric Kick Scooter By-law is necessary to:
 - a) Reduce conflicts between road, sidewalk and trail users by clearly identifying areas where e-scooters may be permitted to operate;
 - b) Establish clear requirements on speed, age, equipment, fines and infractions; and
 - c) Ensure consistent enforcement and management across municipal boundaries.
- 2.3 The Regional Electric Kick Scooter By-law permits the use of electric kick-scooters under specific conditions within Durham. The By-law specifies where and how e-scooters can be used on Regional roads and properties, where devices are prohibited, and what activities are not permitted, safe operation requirements, enforcement and offences of e-scooters.

3. Current Developments With E-scooters in Durham

- 3.1 E-scooters, as a new mode of transportation, provide options for first and last-mile connections to transit and may contribute to reduced traffic congestion. Since the pilot program's inception, 16 municipalities have opted into the pilot e-scooter program in Ontario, and several are either considering new by-laws or in the process of developing them.
- 3.2 Within Durham Region, e-scooter by-laws were approved in 2022-2023 in Pickering, Ajax and Oshawa. Whitby is currently working on a by-law, after conducting a public survey in May 2024.
- 3.3 Currently, two area municipalities in Durham Region also offer electric e-scooter share programs (Ajax and Oshawa) and Pickering approved a pilot program in June 2024.
- 3.4 Given that e-scooters (and e-bikes) are novel forms of transportation, in 2022, Regional staff developed [promotional and educational materials](#) to help generate awareness and educate the public on where and how to use e-scooters and e-bicycles within the Region. This guidance helps support and promote the safe use of these devices.
- 3.5 Regional and area municipal staff have noted, in comments on the Provincial Pilot program to MTO, that continued efforts are needed to communicate proper e-scooter use in terms of where they can and cannot be used under respective by-laws. Further, safety considerations including use of helmets, and concerns with respect to where shared e-scooters are parked at the end of a trip (e.g., blocking sidewalks or multi-use paths impeding pedestrians, cyclists and e-mobility scooters), have also been shared.

4. Previous Reports and Decisions

- 4.1 On May 4, 2021, the Planning and Economic Development Committee received Report [#2021-P-12](#) which summarized the draft Regional E-Mobility By-law and received authorization to release the draft By-law for public and agency comment.
- 4.2 On April 13, 2022, the Planning and Economic Development Committee approved report [#2022-COW-9](#), related to the Electric Kick-Scooter By-law to enable electric kick scooters (e-scooters) and to regulate their safe operation on Regional roads and properties within Durham. The report also recommended changes to the Regional Traffic and Parking By-law (44-2006) to include a definition related to

electric power-assisted bicycles (e-bicycles) to bring it into conformity with the Highway Traffic Act. These changes were made through the delegated authority to the Commissioner of Works.

5. Relationship to Strategic Plan

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

Environmental Sustainability:

- E-scooters are clean-energy solutions to sustainable transportation that use a combination of human-power and electric-power. The Electric Kick Scooter By-law supports the use and safe operation of sustainable transportation options, which can help reduce traffic congestion, pollution, energy consumption.

Community Vitality:

- The Electric Kick Scooter By-law supports a range of mobility options that would support well-connected and complete communities. E-scooters also help address the challenge of first-mile and last-mile trips.

Economic Prosperity:

- E-scooters are cost-effective and efficient modes of travel. Permitting e-scooters and other e-mobility devices (such as e-bikes) can help attract new businesses to the Region that could enable new employment and partnership opportunities specific to this technology.

6. Conclusion

6.1 Aligning the Electric Kick Scooter By-law with the Provincial Pilot extension will help to achieve the Region's strategic goals of expanding sustainable transportation options, reducing community greenhouse emissions, responding to the need to provide for more local non-auto trips, and addressing community needs for improving safety, coordination, and commitment to sustainable modes of transportation.

6.2 The Electric Kick Scooter By-law extension will also support current and future planned e-scooter share programs operating in Durham, providing residents with alternative options to move around the Region and reduce congestion on Regional roads.

7. Attachments

Attachment #1: Current Regional Electric Kick Scooter By-law (23-2022)

Attachment #2: Proposed Amending By-law to the Regional Electric Kick Scooter By-law

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and
Economic Development

Original signed by

Jason Hunt, LLB
Regional Solicitor and Director of Legal
Services

Original signed by

Ramesh Jagannathan, MBA, M.Eng.,
P.Eng., PTOE
Commissioner of Works

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

By-law Number 23-2022

of The Regional Municipality of Durham

Being a by-law to regulate the operation and use of electric kick-scooters, including electric kick-scooters in The Regional Municipality of Durham.

The Council of The Regional Municipality of Durham hereby enacts as follows:

1. Short Title

1.1 This By-law may be cited as the “Electric Kick Scooter By-law”.

2. Definitions

In this By-law:

- 2.1 “authorized sign” means any sign placed upon a highway or on municipal property under the authority of this by-law;
- 2.2 “cargo” means goods carried on an electric kick-scooter by putting them on a platform, basket or container for carrying parcels or goods. Purses, backpacks or bags that are safely and securely attached to the operator are not considered cargo.
- 2.3 “Chief of Police” means the Chief of Police of the Durham Regional Police Service or an authorized representative;
- 2.4 “electric kick-scooter” means a vehicle that has,
- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear,
 - (b) a platform for standing between the two wheels,
 - (c) a steering handlebar that acts directly on the steerable wheel,
 - (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour, and
 - (e) a maximum weight of 45 kilograms (kg) and wheels with a diameter of more than 430 millimetres.
- 2.5 “electric kick-scooter parking facilities” include ring and post racks, ring racks, charging stations, corrals that support electric kick-scooters in an upright position or enable the frame to be secured, or an area designated by pavement marking or official or authorized sign for parking of electric kick-scooters, and which facilities are predominantly located within the right-of-way or within a municipal parking lot and may be located in select designated and delineated on-street parking spaces or sidewalks, but do not include light standards, utility poles, sign posts, fences, street furniture, or similar infrastructure within the right-of-way;
- 2.6 “furniture zone” means the portion of a sidewalk that buffers pedestrians from the adjacent highway or roadway and where elements such as trees, streetlights, hydrants, parking meters, or street furniture are typically located;
- 2.7 “highway” includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, or trestle, any part of which is intended

for, or used by, the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

- 2.8 “Highway Traffic Act” means the Highway Traffic Act, R.S.O. 1990, c. H.8, as amended;
- 2.9 “multi-use pathway” means an in-boulevard path physically separated from motor vehicle traffic for use by cyclists, pedestrians and other non-motorized users;
- 2.10 “official sign” means a sign on the highway approved by the Ministry of Transportation of Ontario;
- 2.11 “pedestrian” means,
- (a) a person on foot;
 - (b) a person in a wheelchair; or
 - (c) a child in a carriage, stroller or play vehicle;
- 2.12 “Region” or “Regional” means the municipal corporation of The Regional Municipality of Durham or the geographic area as the context requires;
- 2.13 “reserved bicycle lane” means those parts of the highway set aside by the Region for the use of cyclists and designated by an official or authorized sign or by pavement markings
- 2.14 “roadway” means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;
- 2.15 “shared services” means electric kick-scooters that are made available by a third-party for use by the public, for a fee.
- 2.16 “shoulder” means that part of the highway immediately adjacent to the roadway and having a surface which has been improved for the use of vehicles with asphalt, concrete or gravel;
- 2.17 “sidewalk” means those parts of a highway set aside by the Region for the use of pedestrians;
- 2.18 “vehicle” includes a motor vehicle, trailer, traction engine, farm tractor, roadbuilding machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle.

3. Application and Interpretation

- 3.1 This By-law applies to all highways, sidewalks, trails, paths, walkways, parks, multi-use pathways or any other property under the jurisdiction of the Region.
- 3.2 This By-law is subject to the provisions of the Highway Traffic Act.

4. Prohibition

- 4.1 No person shall operate, or cause to be operated, or use an electric kick-scooter on a highway, sidewalk, trail, path, walkway, park, multi-use pathway or any other property under the jurisdiction of the Region unless:
- (a) permitted by and in accordance with the provisions of the Highway Traffic Act and Ontario Regulation 389/19, as amended;
 - (b) permitted by and in accordance with any applicable traffic by-laws; and

(c) permitted by and in accordance with the provisions of this By-law.

4.2 No person shall operate, or cause to be operated, or use an electric kick-scooter on a highway with a legal speed limit greater than 60 kilometres per hour, unless within a reserved bicycle lane.

4.3 No person shall operate, or cause to be operated, or use an electric kick-scooter on a sidewalk, unless permitted by an official or authorized sign.

4.4 No person shall operate, or cause to be operated, or use an electric kick-scooter where cycling, skateboarding or rollerblading is prohibited.

5. General Regulations

5.1 The Chief of Police and Commissioner of Works are authorized to erect, place and maintain such official and authorized signs as are required to give effect to the provisions of this By-law.

5.2 No person under the age of 16 years shall operate an electric kick-scooter.

5.3 No person under the age of 18 years old shall fail to wear a helmet that complies with the Highway Traffic Act when operating an electric kick-scooter.

5.4 No person operating an electric kick-scooter shall carry any other person thereon.

5.5 No person operating an electric kick-scooter shall tow another person, vehicle or device.

5.6 No person operating an electric kick-scooter shall attach himself or herself to another electric kick-scooter, vehicle or device for the purpose of being drawn or towed.

5.7 No person operating an electric kick-scooter shall operate it in any position other than while standing at all times.

5.8 No cargo may be carried on an electric kick-scooter.

5.9 No person shall park, stop or leave an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped on a highway, roadway, sidewalk or trail, path, walkway, park, or multi-use pathway, except where electric kick-scooter parking facilities are provided.

5.10 No person shall park or stop an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped within a furniture zone, unless authorized by the Region.

5.11 No person shall park or stop an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped on a highway, roadway, sidewalk or trail, path, walkway, park, exhibition ground or multi-use pathway in such a manner that obstructs the flow of pedestrian, vehicular or cyclist traffic.

6. Safe Operation

6.1 The operator of an electric kick-scooter shall keep a safe distance of at least one metre from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, park, or multi-use pathway at all times and shall give way to a pedestrian or bicycle by slowing or stopping where there is insufficient space for the pedestrian or bicycle and the electric kick-scooter to pass.

6.2 Where reserved bicycle lanes are provided on a highway, an electric kick-scooter shall only be operated in the reserved bicycle lane.

6.3 Where no reserved bicycle lanes exist on a highway where electric kick-scooter are permitted to operate, the operator of an electric kick-scooter shall ride as

close as practicable to the right-hand curb or edge of the roadway or on the paved shoulder.

6.4 No person shall operate an electric kick-scooter within a crosswalk or pedestrian crossover, as those terms are defined in the Highway Traffic Act.

6.5 Every electric kick-scooter shall be equipped with a bell or horn which shall be kept in good working order and sounded to notify cyclists, pedestrians or others of its approach.

6.6 When operated at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, every electric kick-scooter shall carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear. The lamps may be attached to the electric kick-scooter or may be carried or worn by the operator on his or her person.

6.7 No person shall operate or use an electric kick-scooter in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

7. Enforcement

7.1 The provisions of this by-law may be enforced by:

- (a) a police officer pursuant to subsection 42(1)(h) of the Police Services Act, R.S.O. 1990, c. P.15;
- (b) any person appointed for the purpose by a by-law of the Region; and/or
- (c) all employees of the Region whose duties include the enforcement of this by-law; and/or
- (d) any authorized person or employee of a local municipality within the Region of Durham.

8. Offences and Fines

8.1 Every person who contravenes any of the provisions of this By-law is guilty of an offence.

8.2 Every person who is convicted of an offence is liable to a fine as provided for in the Provincial Offences Act, R.S.O. 1990, c. P.33, as amended.

9. Electric Kick-Scooter Shared Services

9.1 Where shared services are allowed to operate in a municipality, the following rules shall apply to the operation or use of the shared services electric kick-scooters:

- (a) No person shall park, stop or leave an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped on a highway, roadway sidewalk, or trail, path, walkway, park or multi-use pathway, except where electric kick-scooter parking facilities are provided.
- (b) No person shall park or stop an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped within a furniture zone, unless authorized by the Region.
- (c) No person shall park or stop an electric kick-scooter or permit an electric kick-scooter to remain parked or stopped on a highway, roadway

sidewalk, or trail, path, walkway, park, exhibition ground or multi-use pathway in such a manner that obstructs the flow of pedestrian, vehicular or cyclist traffic.

10. Effective Date

10.1 This By-law shall come into force on April 29, 2022 and shall be repealed on the earlier of:

- (a) the revocation of Ontario Regulation 389/19: Pilot Project – Electric Kick-Scooters and
- (b) November 27, 2024.

This By-law Read and Passed on the 27th day of April, 2022.

J. Henry, Regional Chair and CEO

C. Bandel, Acting Regional Clerk

**By-law Number 2024-
of The Regional Municipality of Durham**

Being a by-law to amend By-law 23-2022.

Whereas the Regional Municipality of Durham (the “Region”) passed By-law 23-2022 (the “Electric Kick-Scooter By-law”) to regulate the operation and use of electric kick-scooters in The Regional Municipality of Durham, according to a pilot program authorized under the *Highway Traffic Act*, R.S.O. 1990 by Ontario Regulation 389/19 (the “Regulation”).

And Whereas the Ministry of Transportation proposes to extend the Regulation to November 27, 2029 to gather additional data to support its review and analysis of electric kick-scooters.

And Whereas the Region wishes to amend its by-law to allow for the continued use of electric kick-scooters for so long as the Regulation is in effect.

Now therefore, the Council of The Regional Municipality of Durham hereby enacts as follows:

1. That Section 10 of the Electric Kick-Scooter By-law is deleted.

This By-law Read and Passed on the ----th day of -----, 2024.

J. Henry, Regional Chair and CEO

A. Harras, Regional Clerk

Motion requesting the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Moved by: Councillor Leahy

Seconded by: Councillor Yamada

That we recommend to Regional Council:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. Now Therefore Be It Hereby Resolved That The Regional Municipality of Durham Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and
2. Be It Further Resolved That The Regional Municipality of Durham Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. Be It Further Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

4. Be It Further Resolved That a copy of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. Be It Further Resolved That a copy of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Motion regarding Use of Automated Speed Enforcement System

Moved by: Councillor Chapman

Seconded by: Councillor Marimpietri

Whereas Section 205.1 of the Ontario *Highway Traffic Act* only allows the use of an automated speed enforcement (ASE) system in a community safety zone and/or in a school zone both of which must be designated by by-law; and

Whereas community safety zones in Ontario are designated areas that aim to protect vulnerable road users, such as pedestrians and cyclists, through measures like reduced speed limits, enhanced signage and increased fines; and

Whereas a school zone is an area near a school or crosswalk with young pedestrians; and

Whereas the use of automated speed enforcement (ASE) systems in permitted zones has had a positive effect on influencing driver behavior and reducing vehicle speeds; and

Whereas many streets may not be suitable for designation as a community safety or school zone, but have seen an increase in the speed of vehicles;

Therefore Be It Resolved That the Council of the Regional Municipality of Durham requests the Minister of Transportation amend the Ontario *Highway Traffic Act* to allow the use of automated speed enforcement (ASE) systems on any highway a municipality believes ASE would have a positive effect on driver behavior and reduce vehicle speeds; and

That a copy of this resolution be sent to the Premier, the Minister of Transportation, the Solicitor General and all Durham Region MPPs.

Motion regarding Opportunities for Free Level 3 EV Charging Stations and Revenue Opportunities for Durham Region

Moved by: Councillor Leahy

Seconded by: Councillor Yamada

That we recommend to Regional Council:

Whereas electric vehicles (EVs) are increasingly becoming a critical component of sustainable transportation and the reduction of greenhouse gas emissions in Ontario;

Whereas the availability of free Level 3 EV charging stations in municipalities can support the Region's efforts to encourage EV adoption, enhance environmental sustainability, and improve air quality for residents;

Whereas free Level 3 EV charging stations provide an attractive amenity that encourages both local and regional tourism, fostering economic development by encouraging drivers to visit local businesses during charging stops;

Whereas other municipalities have successfully partnered with private sector companies to implement free EV charging solutions, thereby benefiting from potential revenue streams and public-private partnership opportunities;

Therefore Be It Resolved That:

1. Durham Region Council directs staff to explore partnership opportunities with Ontario providers that provide free level 3 charging stations;
2. Staff report back by Q2 of 2025 with their findings on potential partnerships with private sector entities, potential locations for charging stations, and opportunities for introducing free Level 3 charging infrastructure;
3. The analysis includes an assessment of possible revenue-generation models such as advertising, corporate sponsorships, and innovative technologies that would offset installation and maintenance costs while providing economic benefits to the Region;
4. Staff provide a timeline for implementation, should Council approve proceeding with any identified projects; and
5. This motion be circulated to all Durham Region municipalities.