

Attachment 2 – Region of Durham Submission on Bill 60 (25-MTO0019 and 025-1071)

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)
<p data-bbox="100 378 701 440">25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p data-bbox="100 483 701 618">Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane Reduction for New Bicycle Lanes regulatoryregistry.gov.on.ca</p> <p data-bbox="100 662 701 797">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes Environmental Registry of Ontario</p>	<p data-bbox="730 378 1986 440">(1) Amendments to the Highway Traffic Act (HTA) that would prohibit municipalities from reducing motor vehicle lanes when installing, implementing or marking new bicycle lanes.</p> <p data-bbox="730 483 936 508">Staff Comments:</p> <ul data-bbox="779 521 1986 1365" style="list-style-type: none">• As an upper-tier municipality, the proposed amendment has limited direct impact on the Region. Most of the cycling infrastructure on Regional roads is planned as part of road widening or reconstruction projects, which do not require reducing the number of marked lanes. There are also standalone cycling projects not tied to road widening or reconstruction that address gaps in the network, and these projects are not currently planned to reduce the number of marked lanes either. However, we are concerned that this policy direction would have broader implications for advancing active transportation and achieving broader provincial and municipal climate, safety and mobility goals. It also limits design alternatives for a future road widening or reconstruction project, as a conversion from a general purpose lane to a bicycle lane could be evaluated as a feasible alternative in a corridor study but would have to be precluded with this legislation in place.• While we acknowledge the intent to maintain efficient vehicle movement, a balanced approach is necessary. Municipalities should retain the ability to determine how best to allocate road space based on local needs, traffic conditions and long-term planning objectives.• We respectfully recommend that the Province reconsider Section 195.3 (1) as it places a full prohibition on installing bicycle lanes through a reduction in the number of marked lanes. Preferably, the Region would prefer this and related sections to be removed altogether, but if such as policy were to remain in principle, it should be revised to address the following considerations:<ul data-bbox="877 1203 1986 1365" style="list-style-type: none">○ Maintain a case-by-case approval or exemption process under the Highway Traffic Act.○ Provide clear criteria for when lane reductions may be permitted to support active transportation objectives.○ Continue collaboration with municipalities to achieve both mobility efficiency and safety for all road users.

	<ul style="list-style-type: none"> The above alternative approaches would better support both the Region’s goals of advancing active and sustainable transportation infrastructure and achieving mode share targets, along with the Province’s stated goals of keeping people moving regardless of travel mode.
<p>25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p>Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane Reduction for New Bicycle Lanes regulatoryregistry.gov.on.ca</p> <p>Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes Environmental Registry of Ontario</p>	<p>(2) Create regulation-making authorities to allow the Minister to prescribe additional prohibited activities and to provide exemptions from the prohibition.</p> <p>Staff Comments:</p> <ul style="list-style-type: none"> The term “[a]ny other prescribed purpose” is not defined in Section 193 (1). This could include activities such as converting general-purpose motor vehicle lanes to dedicated bus-only lanes, on-street parking, or High Occupancy Vehicle (HOV) lanes. The Durham Transportation Master Plan (TMP) and the Region’s Capital Budget Forecast have identified several corridors where road widening from 4/5 lanes to 6/7 lanes is identified for curbside HOV lanes. The Durham TMP also recommends that these HOV lanes could be converted to bus only lanes in future depending on future transit levels of service. These are allowed under this section. The proposed section, however, precludes the option for the Region to widen a road to have general purpose lanes initially, and then converting one of those lanes per direction to HOV or bus only lanes. Presumably, the proposed section also limits the potential for municipalities to convert a general purpose lane into on-street parking, which may be desirable within an Urban Growth Centre, Major Transit Station Area or other Strategic Growth Area. While the Region does not currently plan to add on-street parking on Regional roads, this section would preclude it to do so in future if deemed necessary. The Region would welcome participation in any working groups formed to determine what the “any other prescribed purpose” would entail for additional prohibited activities, as well as review potential exemptions from the prohibition.
<p>25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p>Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane</p>	<p>(3) Amendments would provide the Minister with greater discretion when determining municipal reimbursement for the existing bicycle lane review framework (related to requested information and support).</p> <p>Staff Comments:</p>

<p>Reduction for New Bicycle Lanes regulatoryregistry.gov.on.ca</p> <p>Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes Environmental Registry of Ontario</p>	<ul style="list-style-type: none"> • No comment.
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