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The Regional Municipality of Durham Report

To:	Community Growth and Economic Development Committee
From:	Commissioner of Community Growth and Economic Development
Report:	#2026-CG-14
Date:	June 2, 2026

Subject:

Durham Region Active Transportation Progress Report, 2025

Recommendation:

That the Community Growth and Economic Development Committee recommends:

That this report be received for information.

Report:

1. Purpose

1.1 The purpose of this report is to outline annual progress made in implementing the Region's active transportation infrastructure initiatives and recommendations identified in the 2021 Regional Cycling Plan (RCP) in 2025. Attachment #1 – Active Transportation Progress Report, 2025, provides a comprehensive overview of the various activities and accomplishments in an easy-to-read, infographic format.

2. Background

2.1 The RCP identifies a Primary Cycling Network (PCN) consisting of various types of cycling facilities such as multi-use paths, paved shoulders, on-road cycling lanes and buffered cycling lanes to connect key travel destinations across the region. The RCP recommends that 162 kilometres (km) of cycling facilities be installed along the PCN by 2031 on Regional roads. This is referred to as the short-term horizon, which reflects the first 10 years following approval of the RCP, with the long-term horizon being from 2032-2041.

2.2 The RCP also focusses on actions and initiatives to support the expansion and enhancement of a Region-wide cycling network that is connected, accessible and comfortable for people of All Ages and Abilities (AAA). Along with linear cycling infrastructure, initiatives such as bicycle signal and crossride installation, supporting guidelines, and promotional and educational efforts are also important to encourage cycling and consider the unique trip types and preferences of those that live, work, and play within Durham region.

2.3 In June 2025, the previous Active Transportation Progress Report, 2023-2024 was presented to Regional Council. This report summarized annual achievements made on Regional active transportation projects and programs, since the adoption of the RCP.

2.4 In November 2025, Bill 60 – Fighting Delays, Building Faster Act was enacted by the province. This legislation amends the Highway Traffic Act (HTA) by prohibiting municipalities from reducing motor vehicle lanes for new bicycle lanes or other purposes, which are to be defined by a new regulation. Bill 60 further amends the HTA from Bill 212 – Reducing Gridlock, Saving You Time Act that was enacted in 2024 during the previous term of parliament, which had required municipalities to seek provincial approval before adding new bicycle lanes that remove a traffic lane. The Region's practice typically aligns on-road cycling facility implementation with road widening, reconstruction and rehabilitation projects that do not require the removal of an existing traffic lane. Regional staff will monitor project implications related to this new regulation tied to Bill 60, and if there is any approval by the province will be required to implement the PCN for future projects, although not anticipated.

3. New Cycling Facilities Added to the PCN in 2025

3.1 In 2025, the Region has upgraded a series of existing routes and added several new cycling facilities to support different cycling trip types and comfort levels. Implementing a range of cycling facilities helps improve connectivity and comfort for a range of ages and abilities and further supports the Region's Vision Zero goals.

3.2 A total of 16 km of new routes on the PCN were constructed (noted as being deemed substantially complete) in 2025. Figure 1 illustrates the number of km of routes added to the existing PCN on Regional roads in 2025, with a comparison to 2024.

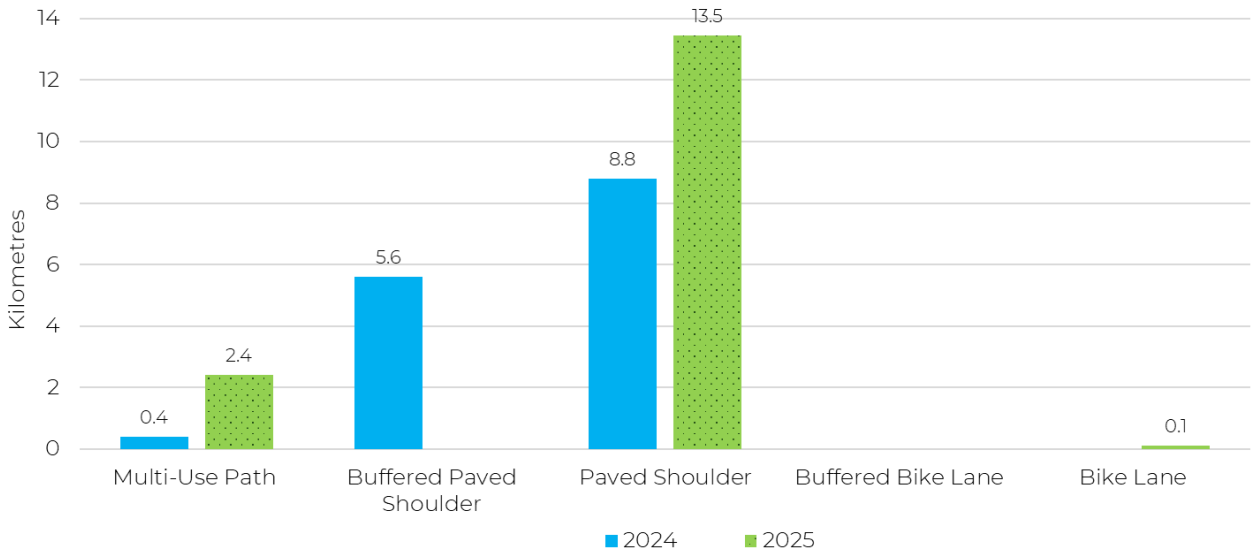


Figure 1: Kilometres (km) of PCN routes by facility type implemented on Regional roads in 2025 and compared to 2024

3.3 The length of completed PCN cycling routes in 2025, as well as during the 2021-2024 period, exceed the target completion of 8.5 km per year outlined in the RCP.[1]

4. Summary of Progress on Implementing Supportive Cycling Infrastructure in 2025

4.1 A weekly estimated total of 402,388 cyclist counts was recorded during a one-week interval in the summer of 2025, based on counter data collected at 295 locations across Durham. This is comparable to 2023 (at 400,492 counts) and 2024 (at 400,452 counts), reflecting strong and stable travel demand for cycling infrastructure.

4.2 Attachment #1 also provides information on the installation of traffic safety enhancements at intersections completed in 2025, along with a comparison of this infrastructure for previous years.

4.3 In 2025, the Region installed three Pedestrian Crossovers (PXOs), four Signalized Crossrides/Bicycle Signals, eight Leading Pedestrian Interval signals to allow for more pedestrian walk time across the road in one or both directions, and one

[1] 8.5 km per year was identified in the minutes from the October 13, 2021, Committee of the Whole meeting in reference to the Regional Cycling Plan, 2021, when the plan was approved. It reflects the implementation of 85 km on the PCN over the short-term (10-year) period.

Midblock Pedestrian Signal, across Regional roads and intersections. These upgrades help make it safer and easier for people to walk and bike throughout the region.

5. Additional Active Transportation Achievements

5.1 In addition to expanding the cycling network, progress has been made on the following RCP actions. These actions have either been initiated or completed as of year-end 2025.

a. Policies and Plan Development:

- **Durham Region Bicycle Parking Guidelines** – Endorsed by Regional Council in March 2026, the Bicycle Parking Guidelines identify best practices and recommendations to inform the design, location and management of bicycle parking in the region. The Guidelines are intended as a resource and common reference point for the Region, area municipalities, agencies, developers and businesses to install or upgrade bicycle parking facilities. The Guidelines support use of the PCN by making cycling more convenient and accessible.
- **Durham Meadoway Visioning Study** – A comprehensive vision for a 30-kilometre pedestrian, cycling, and linear park corridor was endorsed by Regional Council in mid-2024. Work on the scope of work for the preliminary design study and preparation of Shared Services Memorandum of Understanding (MOU) between the Region and area municipalities (Pickering, Ajax, Whitby and Oshawa) is in progress.

b. Infrastructure Funding:

- **Federal Active Transportation Fund Application** (pending approval) – The Region applied for funding to support the implementation of over 13 km of cycling routes to accelerate the expansion of the existing PCN. The status of the application was anticipated to be announced in fall 2025 but is still pending.

c. Active Transportation Recognition Initiatives:

- **Bicycle Friendly Communities Designation** – In November 2025, the Region received notice from Share the Road Cycling Coalition that it was awarded a Bicycle Friendly Community (BFC) bronze-level designation (refer to Report #2026-CG-4 for more information). An application for the

BFC was made in October 2024, with support from the Durham Active Transportation Committee. The award recognizes progress in enhancing cycling infrastructure and creating a bike-friendly community. Notably, the Region of Durham is the first regional municipality and upper-tier municipality in Ontario to have a BFC designation.

d. Public Engagement and Education:

- **Active Transportation Educational Campaigns** – Hosted a series of educational initiatives coordinated through the Smart Mobility Durham program, focusing on promoting safe cycling and encouraging the use of active transportation, as highlighted in Attachment #1 and the Smart Mobility 2025 Snapshot.
- **Social Media Engagement** – Regional social media posts generated 643,868 impressions in 2025, raising awareness through active transportation and sustainable transportation program messaging, and Vision Zero educational road and cycling safety campaigns.

e. Digital Tools and Reporting:

- **External Active Transportation Map Viewer –** An interactive public-facing map viewer is in development to provide the public with detailed information on the active transportation network, monitor progress and ensure transparency. We expect to have an internal version of the viewer ready in June 2025, which will be presented to staff for review, and an external viewer in the fall.

6. Next Steps

6.1 Regional staff will continue to advance the implementation of short-term (by 2031) cycling routes identified through the RCP and the Region's capital budget and nine-year forecast in 2026.

6.2 Regional staff will continue to coordinate with area municipal staff and other partners to improve the monitoring and tracking of active transportation assets and establish a set of indicators to improve evaluation and tracking of active transportation infrastructure, amenities, and programs.

7. Previous Reports and Decisions

7.1 The RCP received approval in October 2021 through Report #2021-COW-26 and a staff presentation was provided which summarized the draft 2021 RCP.

7.2 On January 31, 2024, Council received Report #2024-P-5 for information on the progress made in advancing active transportation infrastructure and initiatives between 2022-2023.

7.3 On June 3, 2025, Council received Report #2025-CG-8 for information on the progress made in advancing active transportation infrastructure and initiatives between 2023-2024.

8. Relationship to Strategic Plan

8.1 This report aligns with the following Strategic Directions and Pathways in Durham Region's 2025-2035 Strategic Plan:

- Connected and Vibrant Communities
    - C1. Align Regional infrastructure and asset management with projected growth, climate impacts, and community needs.
    - C2. Enable a full range of housing options, including housing that is affordable and close to transit.
    - C7. Create accessible, lively, and culturally welcoming public spaces, including opportunities to access nature.
- Environmental Sustainability and Climate Action
    - E5. Respect the natural environment, including greenspaces, waterways, and agricultural lands.
- Resilient Local Economies
    - R4. Protect and strengthen the local agriculture sector and food supply chains.
- Strong Relationships
    - S4. Advocate to the federal and provincial government and agencies to advance regional priorities.

9. Conclusion

9.1 This report helps demonstrate the progress that the Region is making to support active transportation, while further strengthening partnerships between the Region, area municipalities, local cycling and active transportation groups and the public.

9.2 Continuing to invest in active transportation is imperative in establishing the Region as a premier cycling destination, and as a leader in coordinating and delivering community-based cycling initiatives and programs to achieving its sustainable mobility targets.

9.3 This report was prepared with valuable input from the Works Department (Mobility and Traffic Design, Traffic Engineering and Operations, and Transportation Infrastructure Design sections).

9.4 For additional information, please contact: Chris Leitch, Manager, Transportation Planning, Chris.Leitch@durham.ca.

10. Attachments

Attachment #1: Active Transportation Progress Report 2025

Respectfully submitted,

Original signed by

Sandra Austin
Commissioner of Community Growth and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1 to
Report #2026-CG-14

The Regional Municipality of Durham

Active Transportation Progress Report 2025





Active Transportation Progress Report

Purpose

The Active Transportation Progress Report summarizes progress made to implement new cycling and pedestrian infrastructure and programs within the Region.

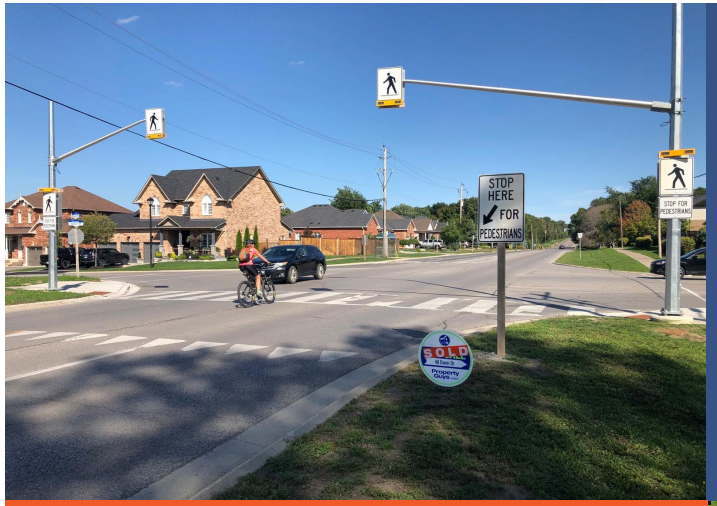
The purpose of the Active Transportation Progress Report is to inform the public and decision makers of the status of key criteria and measures identified through the 2017 Durham Transportation Master Plan (TMP) and 2021 Regional Cycling Plan (RCP) to help the Region achieve the goals of the RCP and other sustainable transportation directions identified by the Region.



Active Transportation Snapshot

Over the last year, the Region has made significant strides when it comes to advancing and promoting active transportation initiatives in the Region. This section provides a summary of the demonstrated commitments the Region is making to improve active transportation connectivity, awareness and education.

Active Transportation – Snapshot



16

# of km of new cycling routes added to Regional roads on the Primary Cycling Network (PCN) in 2025



4

# of Signalized Crossrides/Bicycle Signals installed in 2025



4

# of Pedestrian Crossovers (PXOs) or Midblock Pedestrian Signals (MPSs) installed in 2025

Active Transportation – Snapshot



9%

Percentage of AM peak period trips made by Durham residents using active modes of transportation*



$900,000

# of dollars allocated by the Region in 2025 to advance shovel-readiness of cycling network infill projects to help fill in gaps in the network



8

# of Leading Pedestrian Intervals at traffic signals installed in 2025

*The percentage using active modes of transportation (walking and cycling) is based on the 2022 Transportation Tomorrow Survey (TTS), where the data was collected during Fall 2022 and Spring 2023.



Increasing Active Transportation Mode Share

This section provides a snapshot of sustainable travel behaviour in Durham Region, giving a sense of the volume of active transportation trips along key transportation corridors. It identifies additional active transportation infrastructure and supportive amenities that the Region has implemented to help improve comfort and safety along key active transportation routes.

Increasing Cycling Mode Share

In 2025, Durham Region conducted is annual cycling count program over a one-week period at 295 stations along the Regional road network. Conducting these counts helps us better understand the volume of network users and help determine locations for connectivity improvements.

Figure 1 provides a snapshot of average daily cycling counts captured over a one-week period in summer 2025 (or, where data is not available, 2024), highlighting the highest-volume location in each area municipality.

As set out in the Durham TMP, the Region has a target of 10% of residents walking and cycling, and 20% using public transit, by 2031. Based on 2022 Transportation Tomorrow Survey (TTS) data, the Region is making steady progress in achieving its active mode share target.

402,388

Weekly estimated total of cycling counts recorded during 2025 summer seasonal count across 295 counter stations

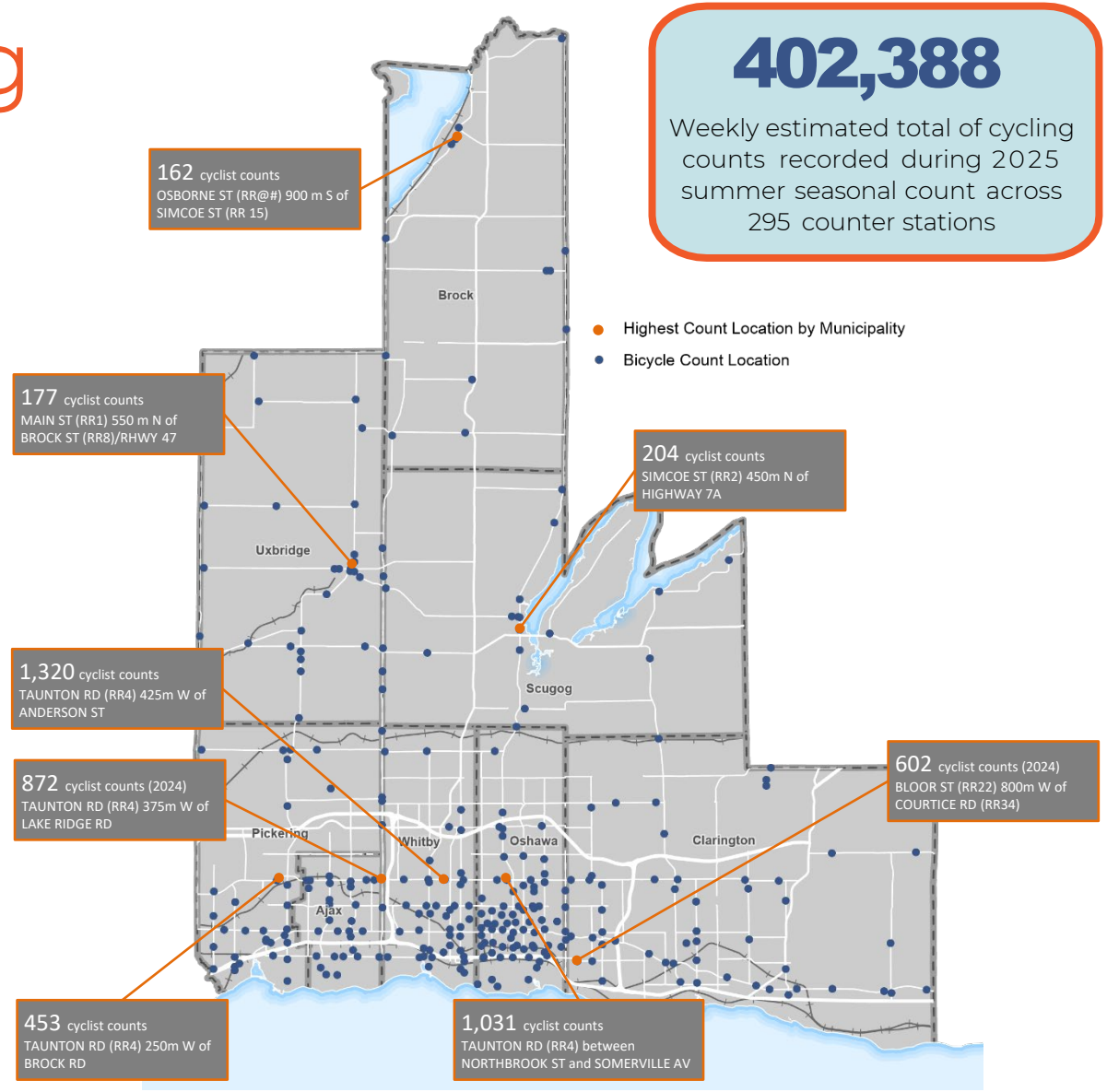


Figure 1: Summary of average daily cyclist counts collected at Regional bike count station locations during a one-week period in summer 2025

Increasing Safety and Connectivity

Over the last year, Durham Region installed pedestrian crossovers (PXOs), signalized crossrides/bicycle signals, leading pedestrian interval signals and midblock pedestrian signals (MPSs) at intersections on the Regional road network to help make it safer and easier for people to walk and bike. Figure 2 provides a snapshot of key locations where this infrastructure were added in 2025.

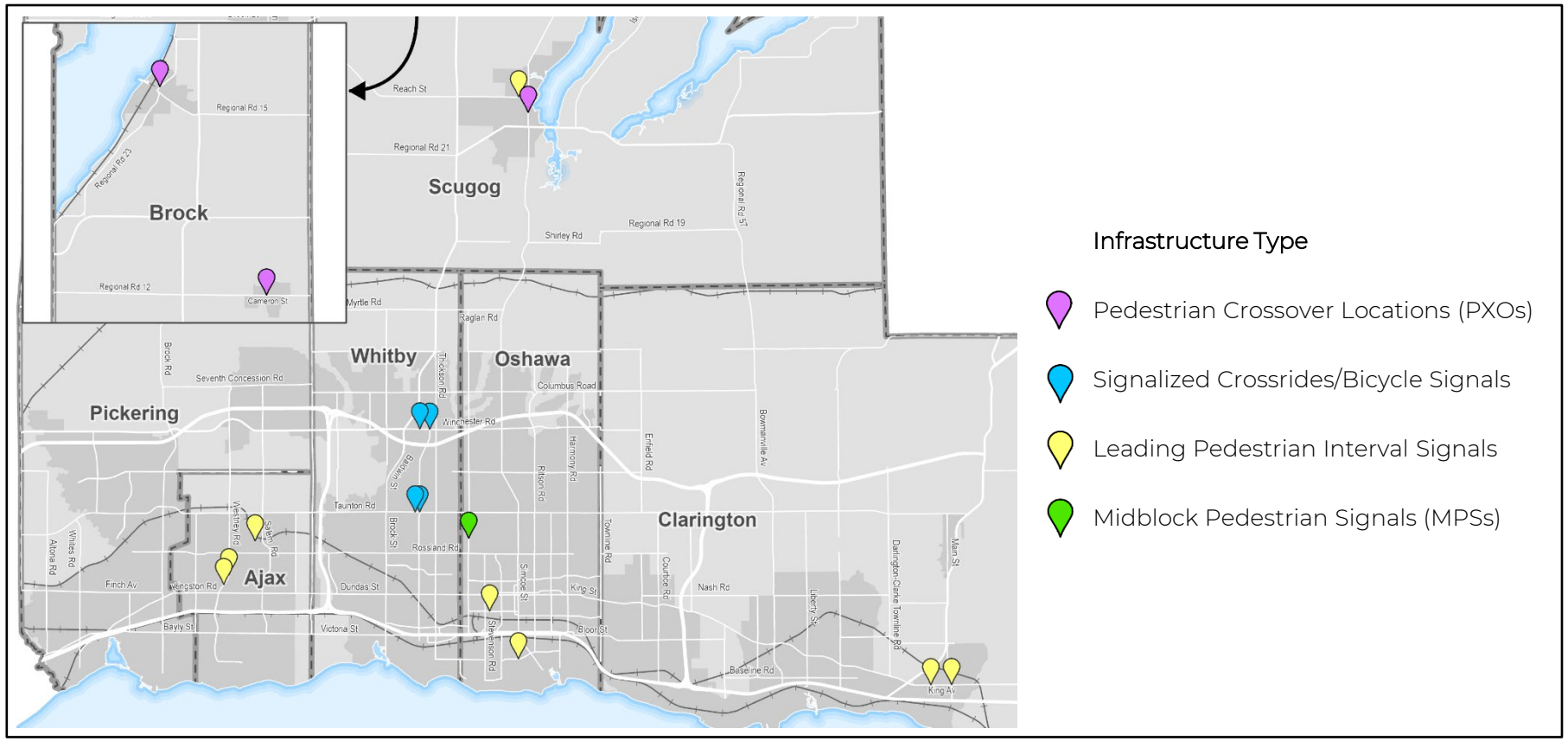


Figure 2: Locations of PXOs, signalized crossrides, leading pedestrian interval signals, and MPSs added to the network in 2025.

Increasing Safety and Connectivity

Table 1 provides a listing of PXOs, signalized crossrides/bicycle signals, leading pedestrian interval signals and MPSs at intersections on the Regional road network installed in 2025, 2024, and 2022-2023.

For signalized crossrides installed at bicycle signals, note that the installation can be for one or more legs at the intersection where active transportation facilities exist. For leading pedestrian interval signals, the interval can be for all legs of the intersection or in just one direction (e.g., north-south or east-west).

Table 1: Listing of PXOs, signalized crossrides, leading pedestrian interval signals, and MPSs added to the network from 2022-2025.

Infrastructure Type	Installed in 2025	Installed in 2024	Installed in 2022-2023	Total
Pedestrian Crossover Locations (PXOs)	3	9	0	12
Signalized Crossrides/ Bicycle Signals	4	2	27	33
Leading Pedestrian Interval Signals	8	0	22	30
Midblock Pedestrian Signals (MPSs)	1	0	0	1





Measuring Progress

It is important to ensure the Region is consistently monitoring and tracking the status of implementation of the Primary Cycling Network (PCN) routes to ensure we keep pace with implementation targets, phasing timelines and mix of cycling facility types identified within the Regional Cycling Plan (RCP) and Durham Transportation Master Plan (TMP).

This section provides a summary of how we are progressing on various actions and recommendations identified in the RCP.

Measuring Progress

Table 2: Infrastructure-related Measures and Status Initiated for 2025

#	Measure	Impact	Status
1.	16 km of new cycling routes on Regional roads constructed and added to the PCN in 2025	Enhances connectivity and achieves the annual build out rate of 8.5 km per year*	Achieved
2.	Installed 1 Midblock Pedestrian Signal (MPS) and 3 Pedestrian Crossovers in 2025	Improves connectivity and safety for pedestrians crossing Regional roads	Achieved
3.	Installed 4 Signalized Crossrides/Bicycle Signals in 2025	Improves connectivity and safety for cyclists	Achieved
4.	Installed 8 Leading Pedestrian Intervals at existing signalized intersections	Improves safety for pedestrians	Achieved
5.	10.4 km** of capital road projects with cycling facilities targeted for construction in 2026	Supports the implementation of cycling infrastructure on Regional Roads	In Progress
6.	1.8 km of standalone infill cycling facilities targeted for construction in 2026	Supports the implementation of cycling infrastructure on Regional Roads	In Progress

*8.5 km per year was identified in the minutes from the October 13, 2021, Committee of the Whole meeting in reference to the Regional Cycling Plan, 2021, when the plan was approved.

** Includes 0.7 km that is not part of the PCN (Liberty Street North in Bowmanville).

Measuring Progress

Table 3: Program-related Measures and Status Initiated for 2025

#	Other Activities Achieved	Impact	Status
7.	Completed Durham Region Bicycle Parking Guidelines	Implements cycling supportive strategies	Achieved
8.	Bicycle Friendly Community Bronze-level designation announced by Share the Road Cycling Coalition	Recognizes achievements made by the Region in cycling infrastructure and programs, and incentivizes maintaining progress	Achieved
9.	Undertook a One Metre Cycling Safety campaign for eight weeks in summer 2025 for motorists and cyclists	Improves education and awareness of cycling safety, infrastructure and services	Achieved
10.	643,868 impressions of people engaged through active transportation program and Vision Zero educational messaging campaigns	Improves education and awareness of cycling safety, infrastructure and services	Achieved
11.	Developing internal and external interactive active transportation map viewers to help track and monitor progress	Ensure transparency and improves consistency in monitoring and evaluation of PCN implementation	In Progress



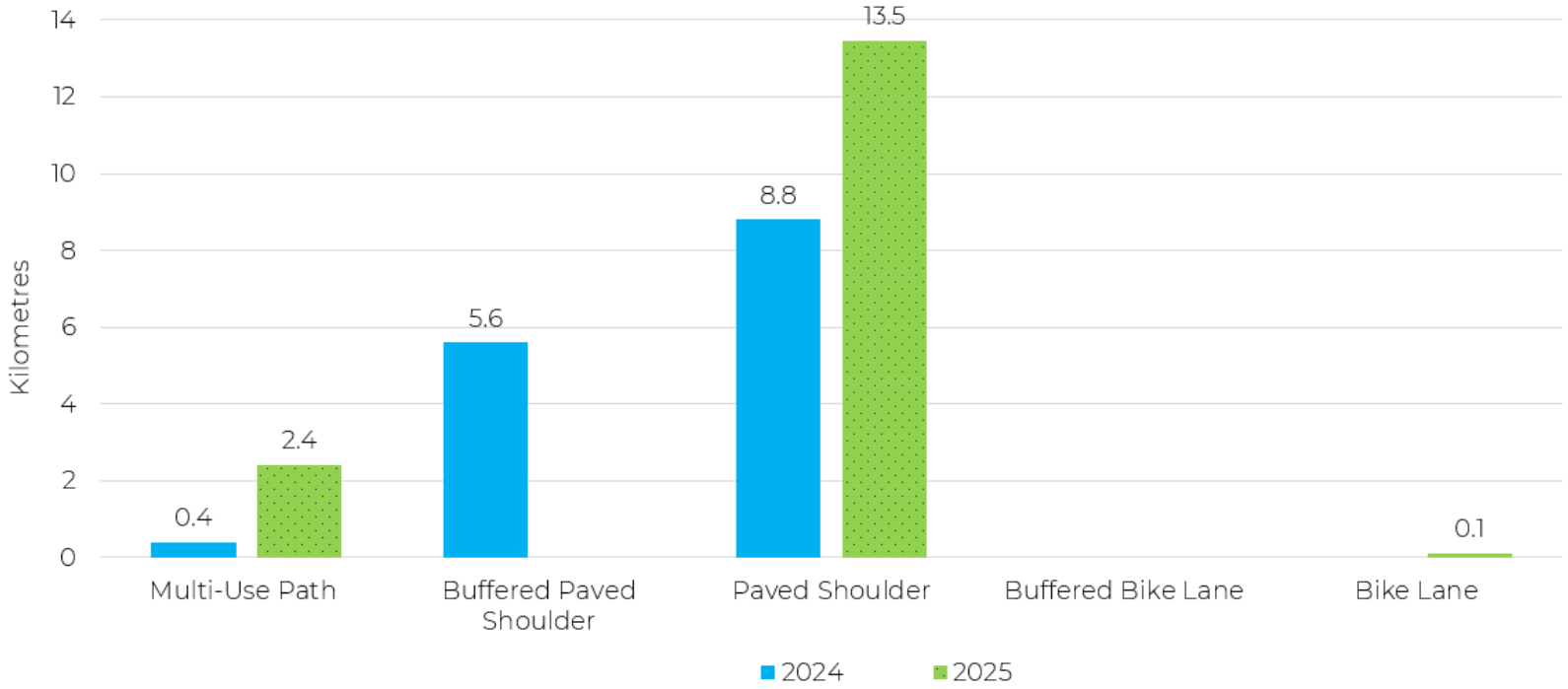
Growing the Network

This section provides an overview of how the Region is expanding the Primary Cycling Network (PCN) to support and encourage safe cycling trips throughout the Region. It documents the number of new kilometres of cycling facilities added to the network as well as active transportation enhancements that have been implemented to compliment the network.

The following pages demonstrate that significant progress has been made since the RCP was approved in 2021. However, there is still a significant amount of the network to be actualized. This demonstrates the importance of regularly reviewing the network and looking for additional opportunities and resources to help accelerate the advance the implementation of cycling routes.

Growing the Network

The Region constructed 16 km of cycling facilities across Durham in 2025 and is making progress on implementing a variety of cycling projects in 2026. Implementation of cycling facilities by Durham Region on the PCN within Regional road rights-of-way helps support safe and comfortable use of the cycling network for a variety of ages and abilities, as shown in Figure 3.



14.8 km
added in 2024

16.0 km
added in 2025

Figure 3: Kilometres (km) of PCN routes by facility type implemented on Regional roads in 2025 and compared to 2024

Growing the Network

Figure 4 compares constructed cycling facilities on the PCN in 2025 with previous years since the RCP was approved by Council in October 2021. Notably, existing cycling facilities included in the RCP reflected those that were completed by year-end 2020.

Since 2021, the Region has exceeded the RCPs 8.5 kilometre annual target for short-term (2021-2030) cycling facilities on Regional roads.

The RCP introduced having cycling infill projects (i.e., standalone cycling projects not tied to road extensions, widening or reconstruction) as a separate line item in the capital budget. Although Figure 4 is a combination of capital and infill projects, the Ontario Municipal Commuter Cycling (OMCC) Program helped implement several cycling infill projects on the PCN in the 2018-2022 period.

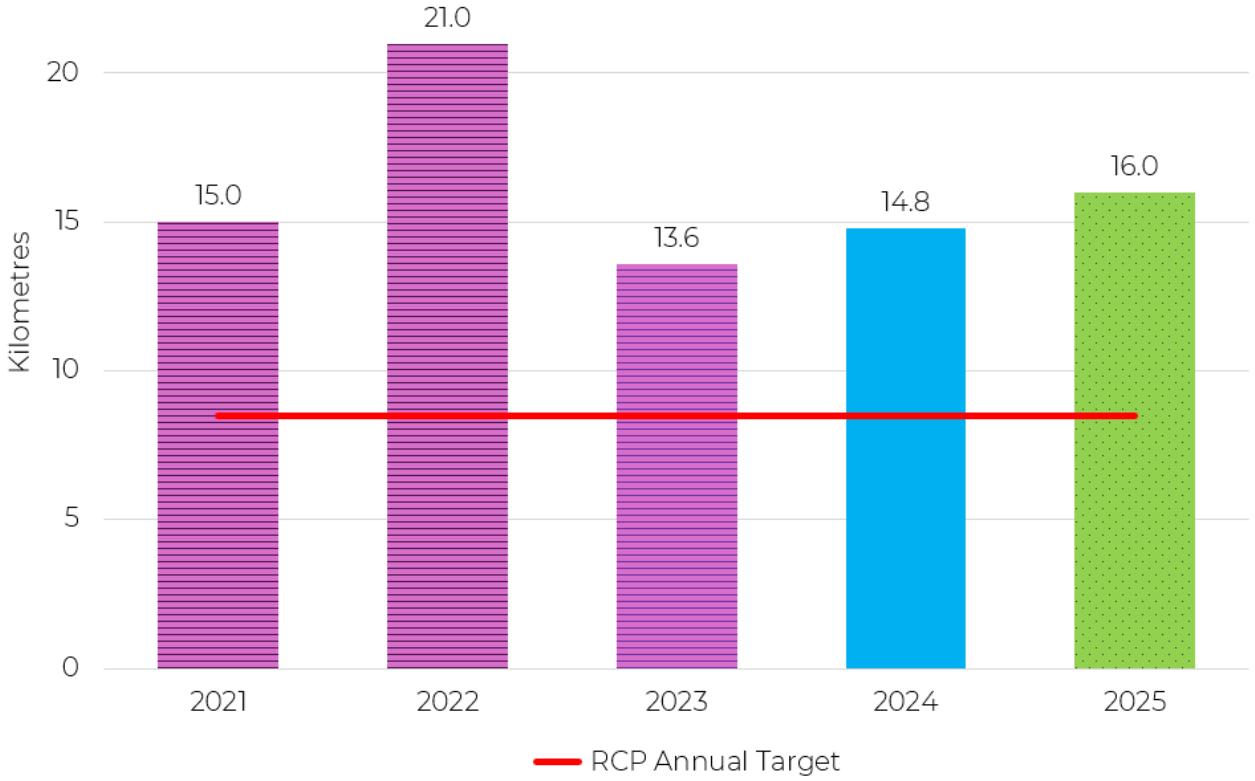
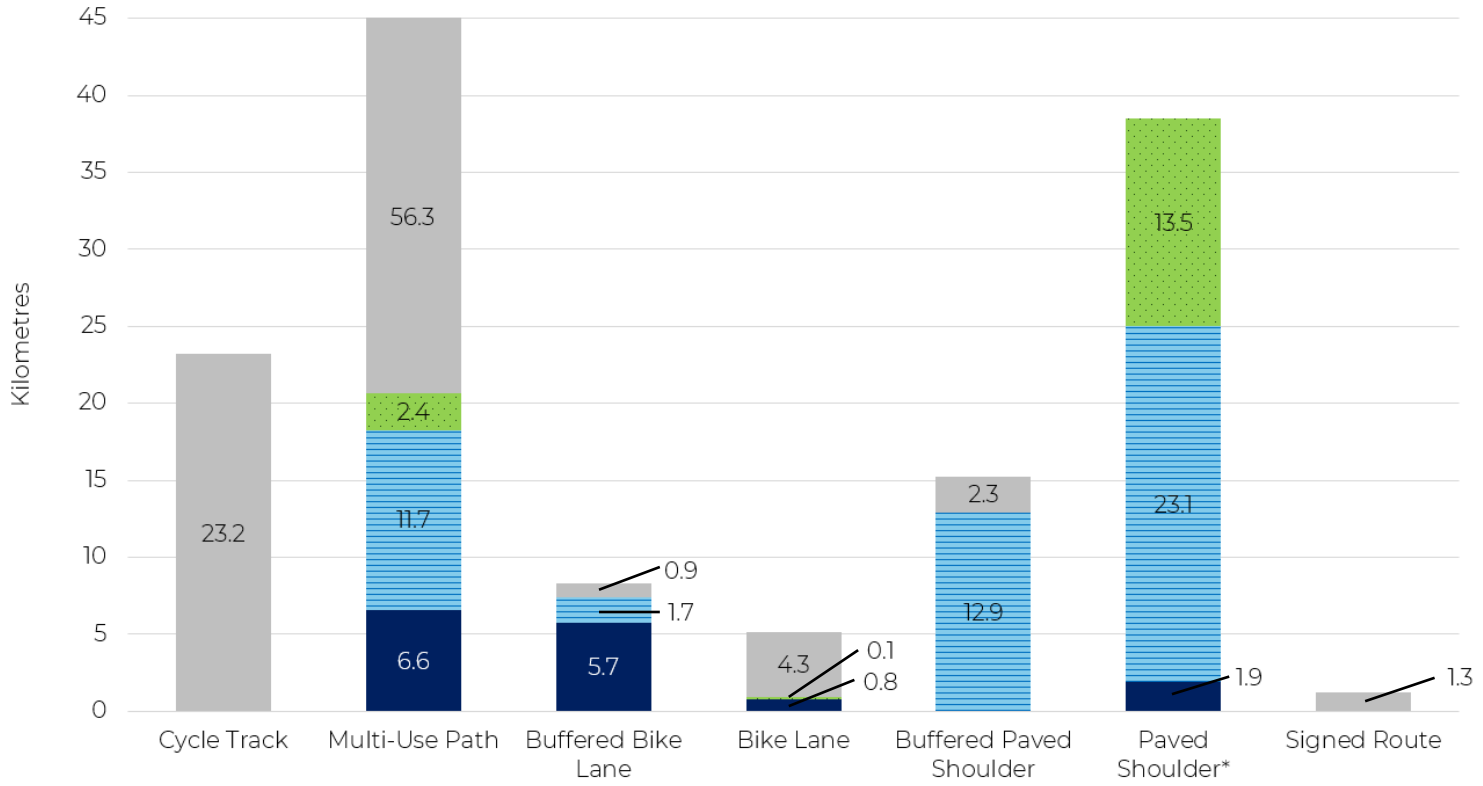


Figure 4: Kilometres (km) of PCN routes implemented on Regional roads, 2021-2025

Growing the Network

The RCP proposed implementing 162 km of cycling facilities on Regional roads from 2021-2030, referred to as the short-term network. This includes Multi-Use Paths (MUPs) and other cycling facilities that fall within Regional road rights-of-way across all eight municipalities. Figure 5 showcases the distribution of cycling infrastructure on Regional roads by area municipality that was constructed from the 2021-2025 period and what is targeted up to 2030.



*The RCPs short-term network allocated 31.6 km of paved shoulder facilities on the PCN, but 38.5 km were constructed from 2021-2025. This is because a a few new facilities constructed in the period are situated on long-term network PCN routes.

Figure 5: Kilometres (km) of short-term cycling facilities planned and built on Regional Roads, 2021-2025

Growing the Network

A detailed breakdown of Regional road projects on the PCN completed in 2025 is listed in Table 4 below.

Table 4: Listing of Regional road active transportation projects on the PCN completed in 2025

Regional Road #	Project Location	Cycling Facility Type	Area Municipality	Length (km)
1	Concession 7, from Sandford Rd. to Ashworth Rd.	Paved shoulder	Uxbridge	2.5
1	Concession 7, from Foster Dr. to Leaskdale Rd.	Paved shoulder	Uxbridge	1.9
3	Winchester Rd., from Chelmsford St./Durham St. to Anderson St./Watford St.	Multi-Use Path	Whitby	1.0
4	Taunton Rd./Anderson St. intersection upgrade	Cycling lane (on Anderson)	Whitby	0.1
11	Sandford Rd., from York Durham Line to Concession 4	Paved shoulder	Uxbridge	6.1
26	Thickson Rd., from Wentworth St. to Victoria St.	Multi-Use Path	Whitby	0.8
31	Westney Rd., from Lions Park to Bayly St.*	Multi-Use Path	Ajax	0.6
Hwy. 2	Regional Highway 2, from Paynes Cr. to East Townline Rd.	Paved shoulder	Clarington	3.0
Total				16.0

* Project led by Town of Ajax from Lake Driveway to Bayly; above represents section that is on PCN

Growing the Network

Below are a few examples of new cycling infrastructure on PCN routes that the Region implemented in 2025.

Multi-Use Pathway – Thickson Rd. | Whitby, 0.8 km

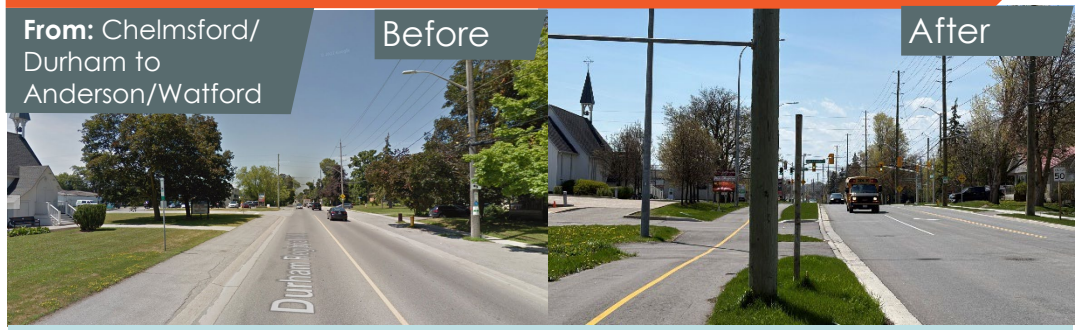
From: Victoria St. to Wentworth St.



Provides physical separation from motorists on a key goods movement route to support comfort and safety for all ages and abilities.

Multi-Use Pathway – Winchester Rd. | Whitby, 1.0 km

From: Chelmsford/ Durham to Anderson/Watford



Provides physical separation from motorists to support comfort and safety through the Brooklin community for all ages and abilities.

Paved Shoulder – Concession 7 | Uxbridge, 2.5 km

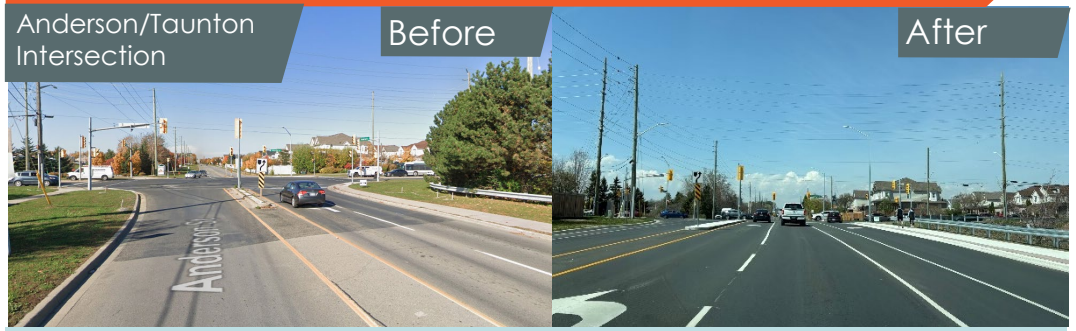
From: Sandford Rd.
To: Ashworth Rd.



Provides cyclists with a wider, more comfortable space to ride and greater separation from high-speed vehicles.

Cycling Lanes – Anderson St. | Whitby, 0.1 km

Anderson/Taunton Intersection



Provides a dedicated facility for cyclists as part of a Regional intersection reconstruction, which formerly had a shared space through the intersection.



Enhancing Education and Awareness

This section provides an overview of key initiatives, campaigns and tools the Region implemented in 2025 to promote and encourage active transportation. Smart Mobility Durham – the umbrella program that consists of Cycle Durham, Smart Commute Durham and the Active and Sustainable School Travel – each help promote education and awareness of cycling safety as well as resources to support more active transportation users.

The Smart Mobility Durham Snapshot (March 2025) provides more detailed information on the programs and activities, but a few highlights related to cycling and active transportation education and promotional events are included below.

Enhancing Education and Awareness

The Region effectively promotes and educates cycling through various cycling-supportive campaigns and programs. Engagement with programs and cycling educational materials has increased annually since the RCP was implemented.



One Metre Cycling Safety Campaign

July 14 to September 7, 2025

Key Features:

- 18 ads
- New web page

- Partnered with Vision Zero, Canadian Automobile Association (CAA) and Durham Region Cycling Coalition
- Promoted physical activity and showcased cycling infrastructure and routes



Bike Month Educational Campaign

June 2025

Key Features:

- 200+ staff attended
- 84 bike trips logged

- Hosted Bike to Work Day on June 4, 2025
- Smart Commute trip logging contest
- Bike pledge contest
- Promoted local cycling events including Lakeridge Health Ride for the 'Ridge



Community Pop-up Events

Spring, Summer and Fall 2025

Key Features:

- 6 events
- 680 estimated attendees

- Promote Smart Commute Durham participation, including carpooling and use of alternate modes to the auto
- Cycle Durham outreach on safety for cycling and e-scooters



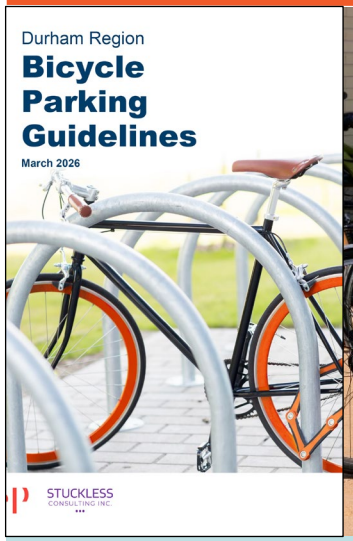
Expanding Policy Guidance

This section provides an overview of policies, studies and guiding documents that were initiated or completed in 2025 to support and advance active transportation planning and implementation. Together, these initiatives demonstrate how the Region is progressing towards a more integrated, strategic and community-driven approach to delivering safe and connected active transportation infrastructure and amenities.

Expanding Policy Guidance

Durham Region Bicycle Parking Guidelines

WSP and Stuckless Consulting, March 2026





- Identifies best practices and recommendations to inform the design, location and management of bicycle parking in the region.
- Supports the PCN by making cycling more convenient and accessible.
- Endorsed by Regional Council in March 2026.
- Accepted by the Federal Active Transportation Fund administration.

Bicycle Friendly Community (BFC) Bronze Level Designation

Share the Road Cycling Coalition, Nov. 2025





- Application made by Region, with support from Durham Active Transportation Committee, in 2024.
- First Regional Municipality and upper-tier municipality in Ontario to receive BFC status.
- Announced to staff in November 2025 and news release issued in December 2025.
- Feedback document provides info to not only maintain Bronze BFC status but work towards achieving Silver status

Get in Touch

To learn more visit https://www.durham.ca/en/living-here/transportation-planning.aspx or contact Transportation Planning staff.

If this information is required in an accessible format, please contact us.
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