

Council Information Memo

To: Mayor Burton and Members of Council

From: Jill Stephen – Director, Transportation and Engineering

CC: Jane Clohecy – CAO
Phoebe Fu – Commissioner, Community Infrastructure

Date: December 12, 2024

Subject: Bill 212 – Reducing Gridlock, Saving You Time Act, 2024
Framework for bike lanes that require removal of a traffic lane

Background

On October 21, 2024, the Ontario government announced [proposed Bill 212](#) titled: “*Reducing Gridlock, Saving You Time Act, 2024 – Framework for bike lanes that require removal of a traffic lane*”. The proposed Bill was made available at the Ontario Environmental Registry for a 30-day comment period between October 21 and November 20, 2024 and received Royal Assent on November 25, 2024.

The legislation, through an amendment to the Highway Traffic Act, provides the province with the authority to establish a review process, with a set of specified criteria to be set out in the regulation, for:

- 1) **New bike lanes** where the removal of a lane of vehicle traffic will take place
Prescribed municipalities are required to seek provincial approval for new bicycle lanes that require the removal of an existing lane of traffic.
- 2) **Existing bike lanes** where the removal of a lane of vehicle traffic took place
The Province will develop a framework which will provide them with the authority to require municipalities to submit information about existing bike lanes on municipal roads where an existing vehicle lane was removed. Based on the outcome of the review, a regulation could be made to require the removal of the bike lane and its return to a lane of traffic.

The legislation requires the province to remove sections of the Bloor Street, Yonge Street, and University Avenue bike lanes in the City of Toronto and to restore lanes of traffic for motorized vehicles.

The Ministry of Transportation still needs to provide details of the provincial criteria and review process. However, Oakville has no planned projects that would remove a through travel lane for the purposes of constructing bike lanes. **Therefore, based on the information available to date, there is no expected impact to the Town of Oakville from Bill 212.**

Oakville does have **one** bike lane project in the 10-year Capital Forecast that would require the removal of the centre two-way-left-turn vehicle lane and left turn lane on: Lakeshore Road East between Allan Street and Winston Churchill Boulevard. The ongoing Transportation Master Plan will recommend locations for new bicycle lanes. Staff will evaluate future bike lane projects against the details of Bill 212 once they are available.

Conclusion

Based on the information available to date, there is no expected impact to the Town of Oakville from Bill 212. Town staff provided comments to the Province seeking clarification on the criteria, the definition of a vehicle lane, the prescribed municipality list/definition, and the framework for municipality to submit information on existing bike lanes for assessment. If new information is provided by the Province that identifies an impact to Oakville from Bill 212, staff will provide Council with an update of those impacts and the affected projects.