

# Traditional Land Acknowledgement

## **Durham Region Traditional Land Acknowledgement:**

We are currently located on land which has long served as a site of meeting and exchange among the Mississaugas Peoples and is the traditional and treaty territory of the Mississaugas of Scugog Island First Nation. We honour, recognize and respect this nation and Indigenous Peoples as the traditional stewards of the lands and waters on which we meet today.

## **City of Toronto Traditional Land Acknowledgement:**

The City of Toronto acknowledges that we are on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. The City also acknowledges that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

# Indigenous Relations at Metrolinx

- In 2018 Metrolinx made a commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers, in alignment with its strategic objectives
- The Indigenous Relations Office (IRO), established in 2019, has a mandate to:
  - Build and grow relationships with Indigenous Nations, organizations, businesses and customer-residents
  - Provide guidance and support for the development and implementation of organizational-wide policies, processes required for effective engagement
  - Support diversity and inclusion efforts
- In 2020, the IRO became the sole point of contact for Indigenous Nations and works with EPA to coordinate engagement and communication related to all projects
- The IRO is working to identify engagement best practices with each community within Metrolinx's operating area

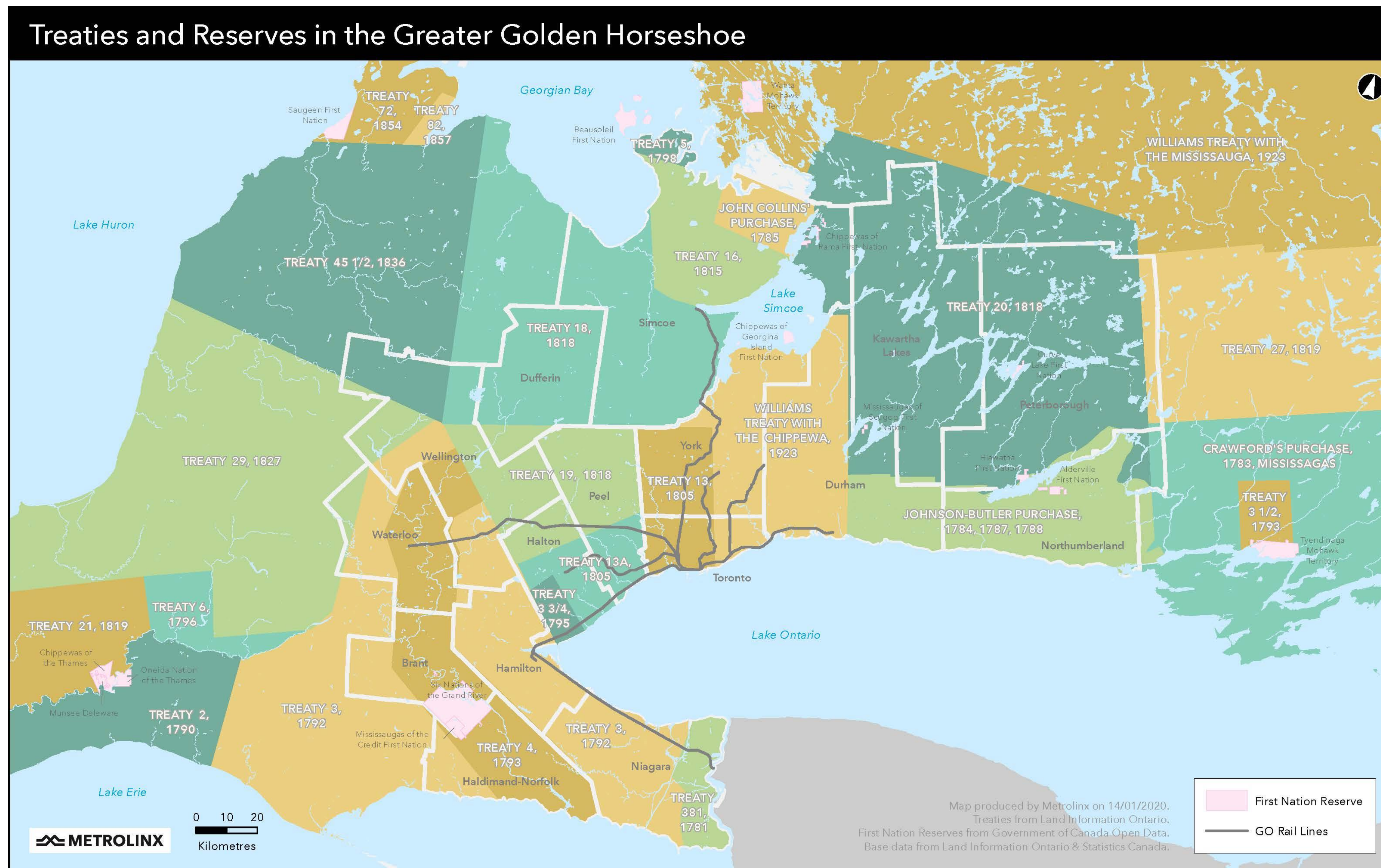
## Engagement at a Glance

- Ensure consistent, timely and transparent communication
- Consider requests for capacity funding
- Ensure participation in Stage 2+ archaeological fieldwork
- Ensure all archaeological assessments are sent in draft to Nations for review
- Hold regular meetings with Nations



# Expanded & Evolving Landscape

Metrolinx operating area transverses 3 traditional territories and 19 treaties



## Did You Know?

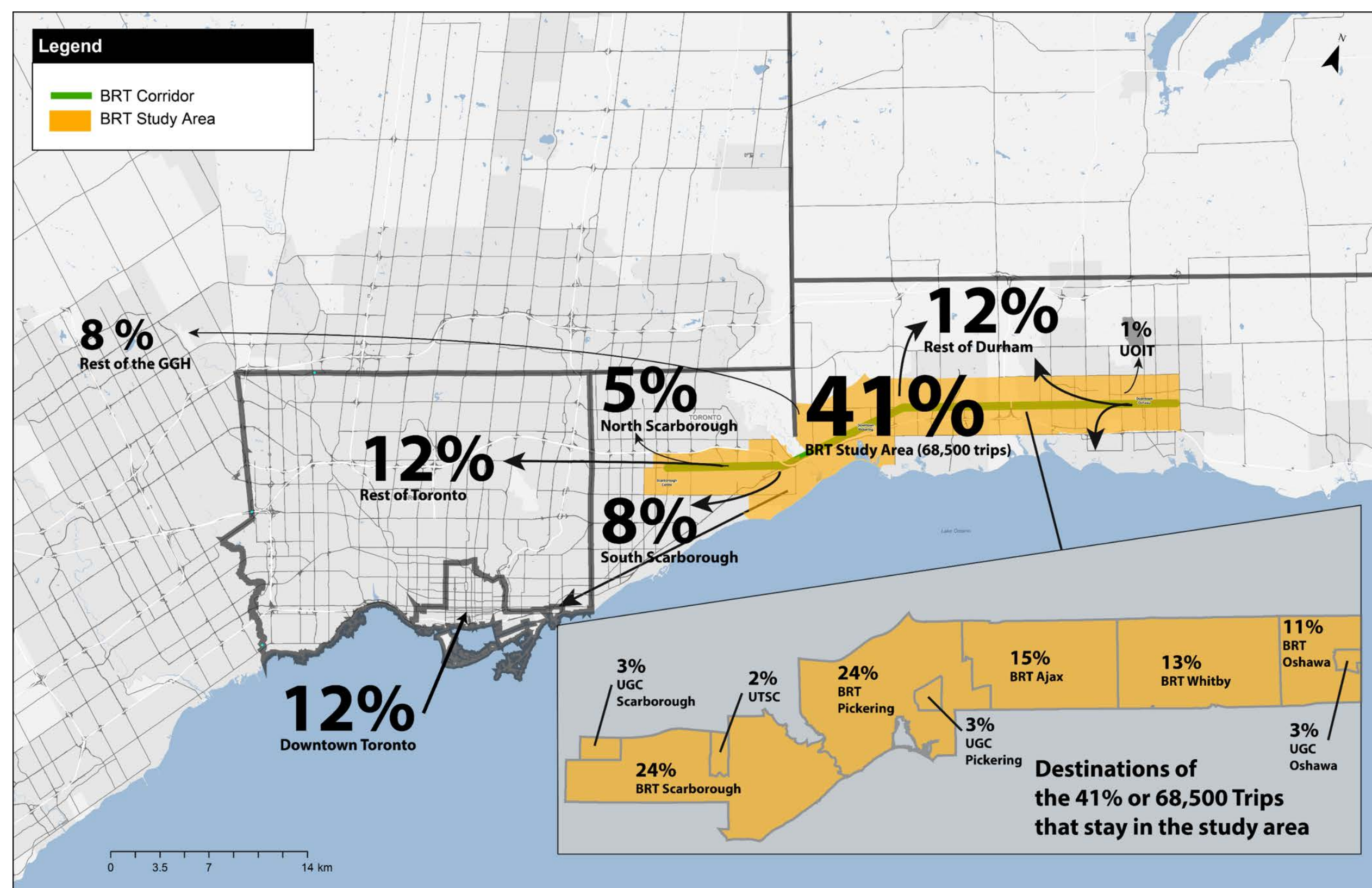
Metrolinx regularly engages with 13 Indigenous Nations:

- Williams Treaties First Nations
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
- Haudenosaunee Confederacy Chiefs Council
- Six Nations of the Grand River
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario



# What is Durham-Scarborough Bus Rapid Transit?

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect to Scarborough Centre.



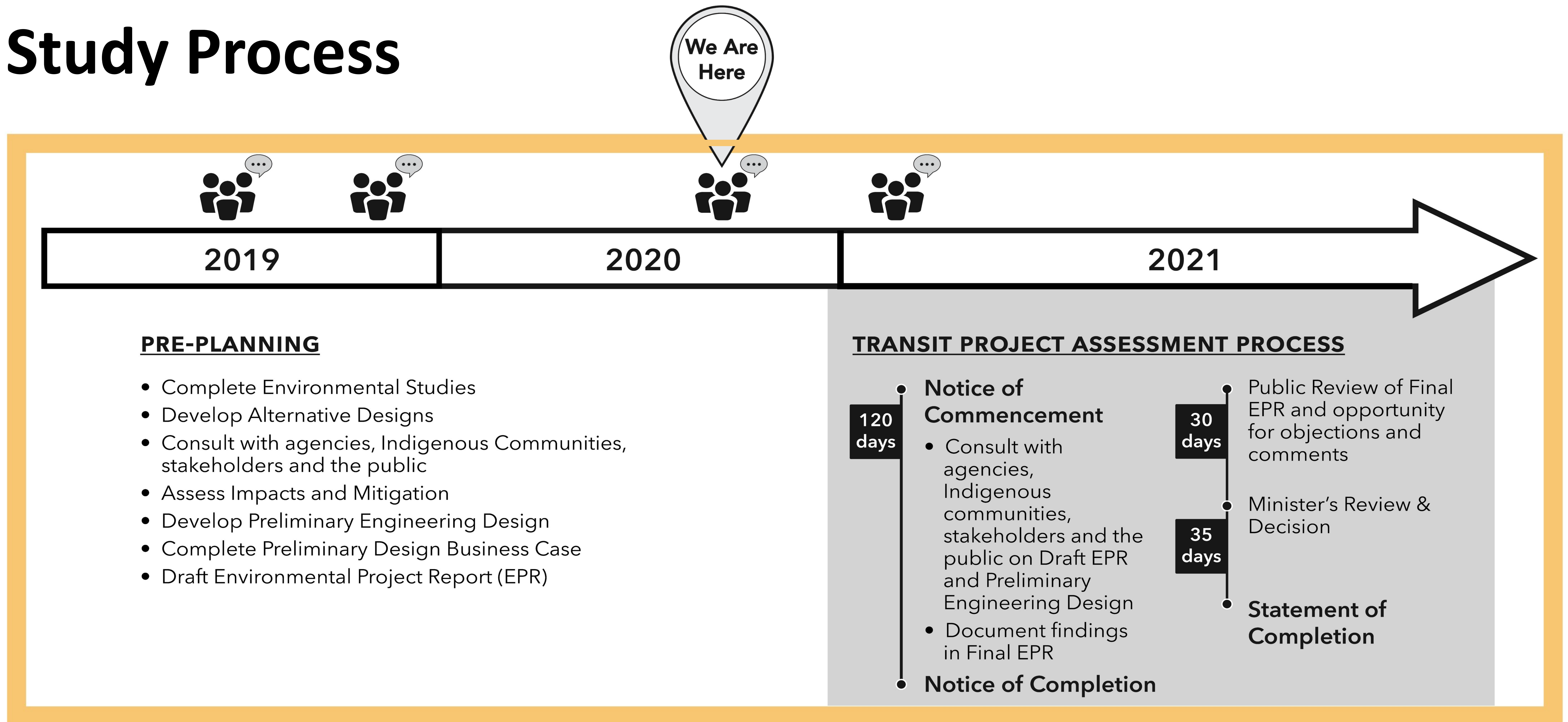
Source: 2011 Transportation Tomorrow Survey, Durham-Scarborough BRT Initial Business Case 2018

## Problem and Opportunity Statement:

The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints. With rapid growth in the past decade and an expectation for this growth to continue into the future, demand for travel along the corridor will continue to increase and a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary.



# Study Process

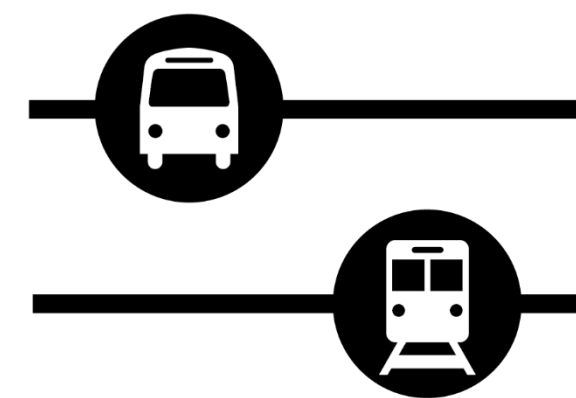




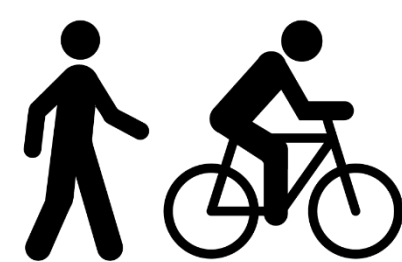
# What We Heard at Public Information Centre #2

Public Information Centre #2 was held in November 2019. Six events were held in Toronto, Pickering, Ajax, Whitby, and Oshawa. Over 110 members of the public signed in at the Public Information Centre. Members of the public were able to provide feedback by filling out a comment sheet, completing an online survey, or emailing the project team directly. Feedback showed that the public was generally supportive of the technically preferred solutions. The public identified:

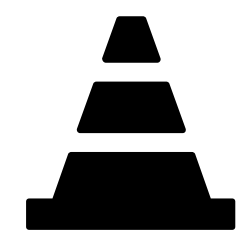
## Opportunities to:



Provide the highest priority for transit, and improve speed, reliability, comfort and convenience for transit passengers



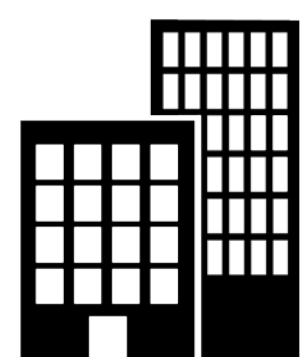
Expand the active transportation network to fill in existing gaps and improve first and last mile connections



Improve safety for all road users

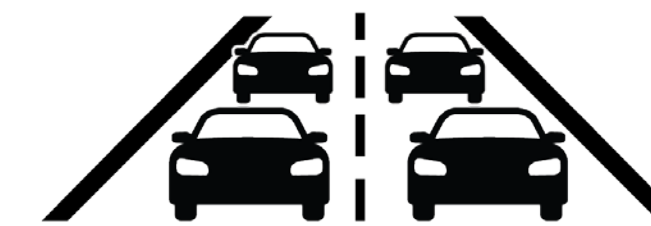


Improve the public realm along the corridor



Improve connections to existing major trip generators within Durham Region and Scarborough

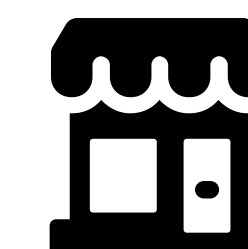
## Concerns about:



Access restrictions due to raised islands separating dedicated transit lanes from general traffic lanes



Potential increase in traffic congestion and traffic infiltration in surrounding neighbourhoods



Potential business impacts

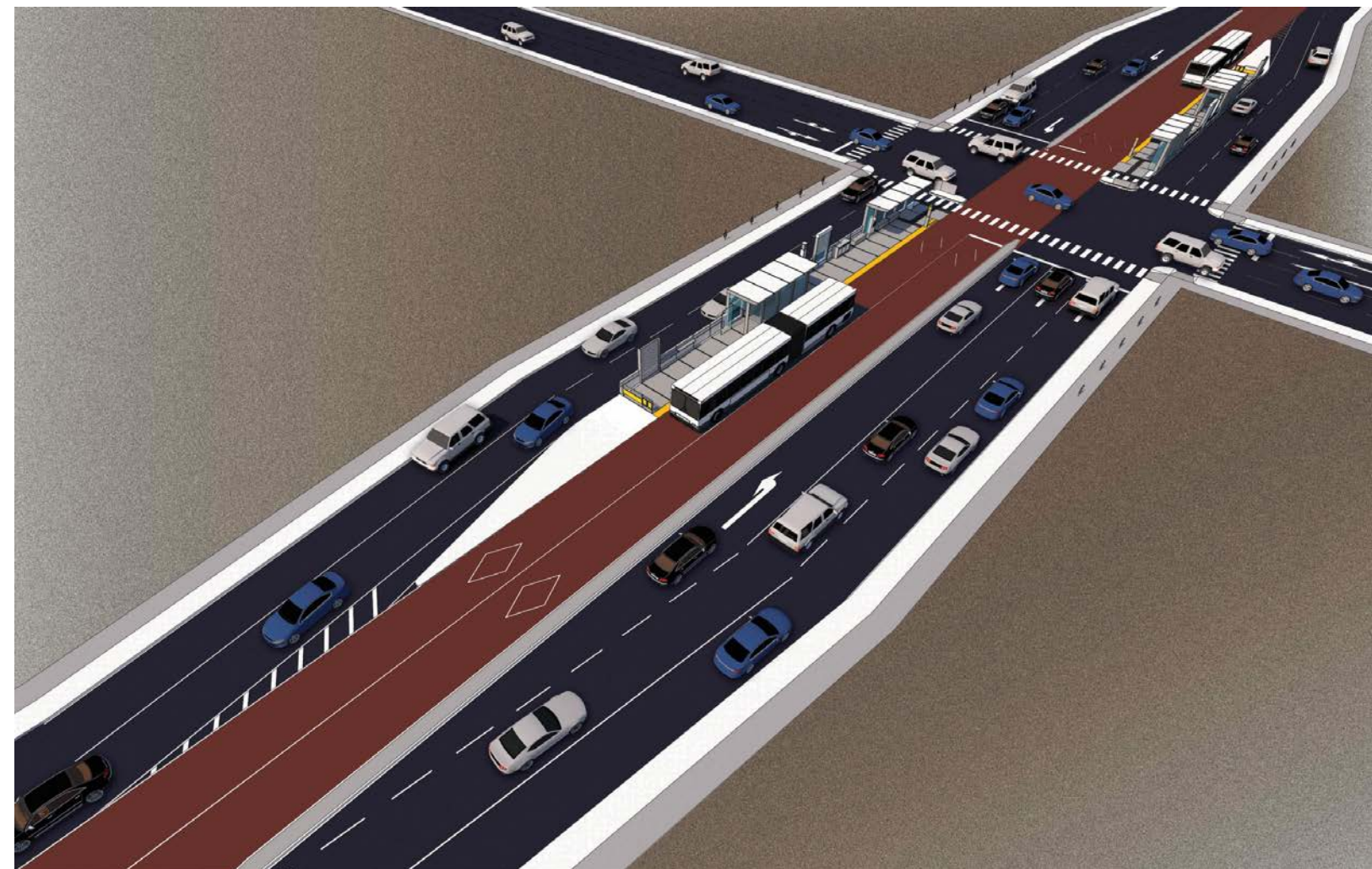


Potential impacts to the historic character of Pickering Village



# BRT Lane Options

## Centre-median bus lanes



- Dedicated transit lanes in the centre of the road.
- Stops in the centre of the road at signalized intersections. Pedestrians can access stops through a two-stage crossing.
- Centre raised island restricts left-turns into and out of unsignalized side streets and driveways.

## Curbside bus lanes



- Dedicated transit lanes on the outside of the road.
- Stops on the side of the road at signalized intersections.

In general, dedicated transit lanes are preferred.

✓ **Reliable**

Most consistent Rapid Transit travel time between destinations.

✓ **Wise Investment**

Multiple service providers can use the lanes, supporting improved network integration.

✓ **Safe**

Fewer conflict points between turning traffic and transit.

✓ **Walkable**

More opportunities for streetscaping in between Rapid Transit stops.

✓ **Future proof**

Dedicated lanes are more flexible to future uses such as Light Rail Transit.



# BRT Vehicles



Vehicles are accessible with low-floor entry and visual and audio guidance.

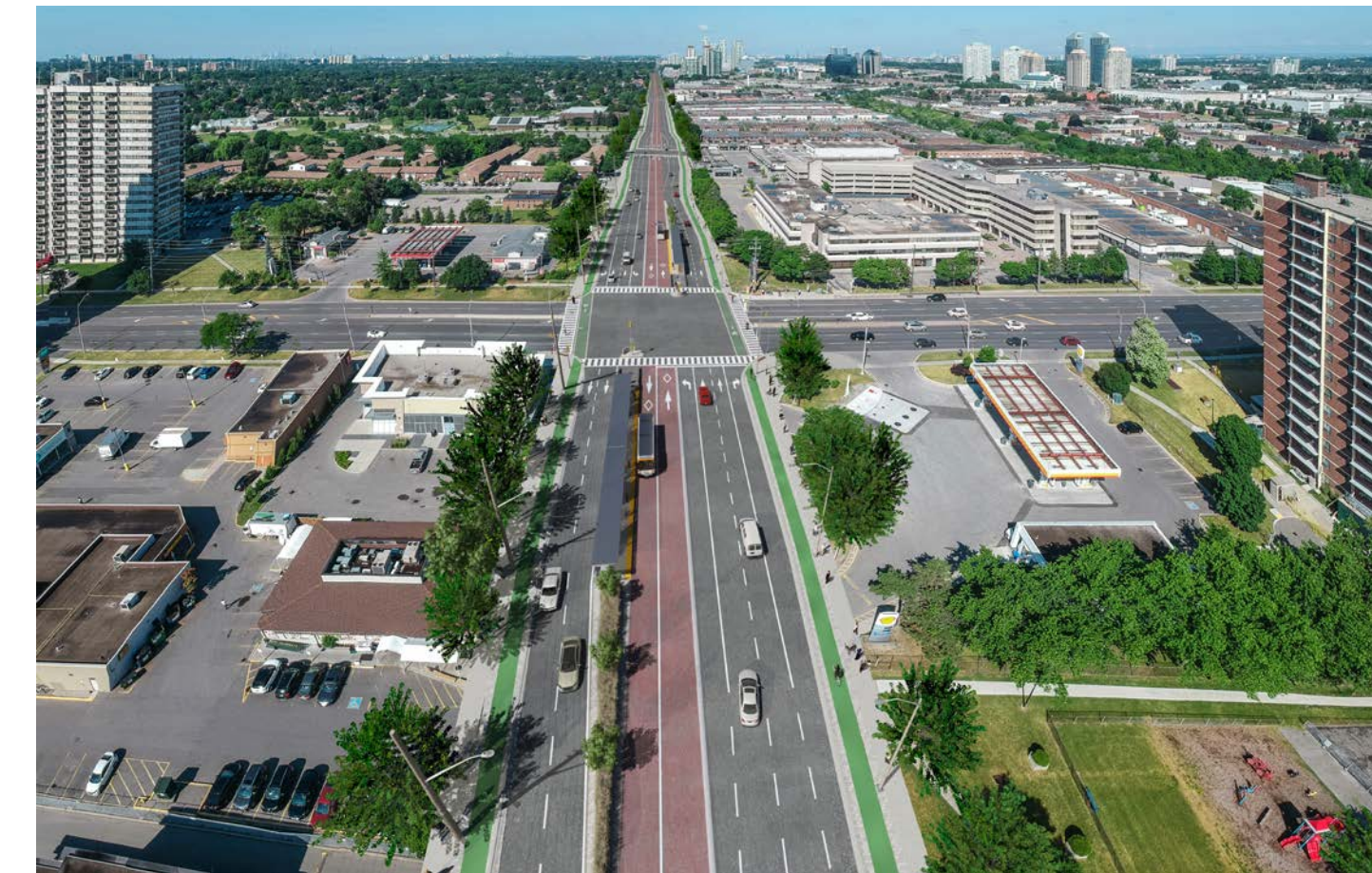
Vehicles are high capacity carrying up to 90 people.



Articulated VIVA bus

Vehicles run primarily in dedicated lanes and have priority through intersections to maintain service reliability.

# BRT Stops



Rendering of proposed centre median Bus Rapid Transit stop at Markham Road in Scarborough.

Bus Rapid Transit curbside stop in Brampton, Ontario.



Bus Rapid Transit curbside stop in Durham Region.



# Providing Feedback

Thank you for attending. We appreciate your feedback.  
Please let us know your thoughts by:

- Completing the online survey.
- Emailing your feedback to [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com).
- Mailing your feedback to the address listed below.

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# Next Steps

- The project team will refine the design based on input received from technical agencies, stakeholders and members of the public from the third round of consultation.
- A Preliminary Design Business Case will be refined to reflect adjustments made to the recommended design. The Business Case will be used to clarify the scope and cost of the project, and request construction funding for the project.
- The Transit Project Assessment Process will be initiated and stakeholders will be notified through a Notice of Commencement.
- The next round of public meetings are planned for Winter 2021.

## Stay up-to-date by:

- Signing-up for the project mailing list:  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)
- Visiting the project website:  
[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)