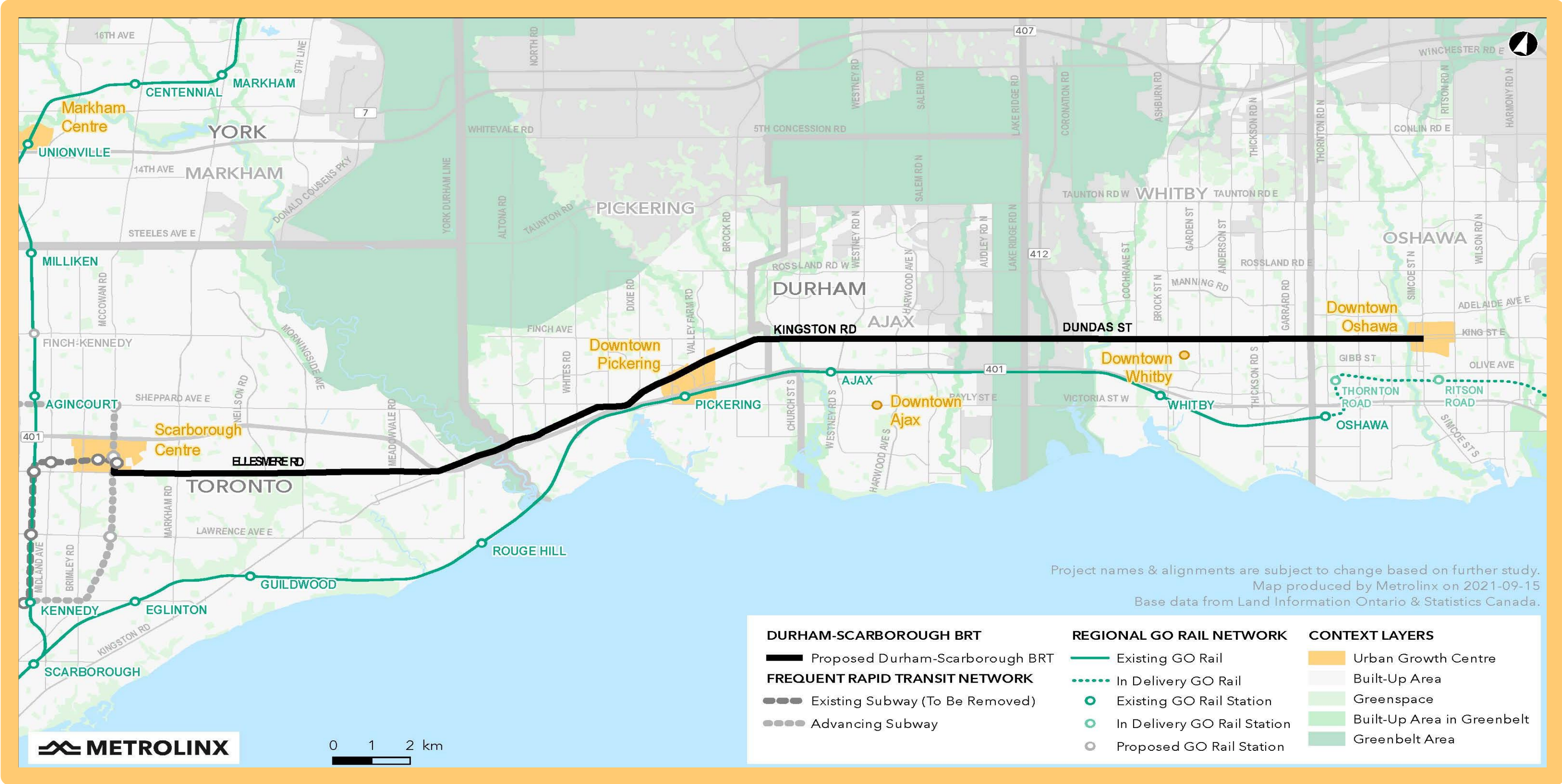


Study Area



How COVID-19 Impacts Durham-Scarborough BRT

- Due to COVID-19 pandemic, we have planned virtual events, including this Public Information Centre, which allows you to engage with the project and review the preliminary design and technical studies at your convenience.
- The need for reliable public transportation has been highlighted by the pandemic. It is during this time the Province echoed the importance of transit and declared transit as critical infrastructure.
- The project is being planned for 2041. COVID-19 has had a short-term impact on public transit ridership. Population and employment growth over the next 20 years will still require significant investment in public transit infrastructure.

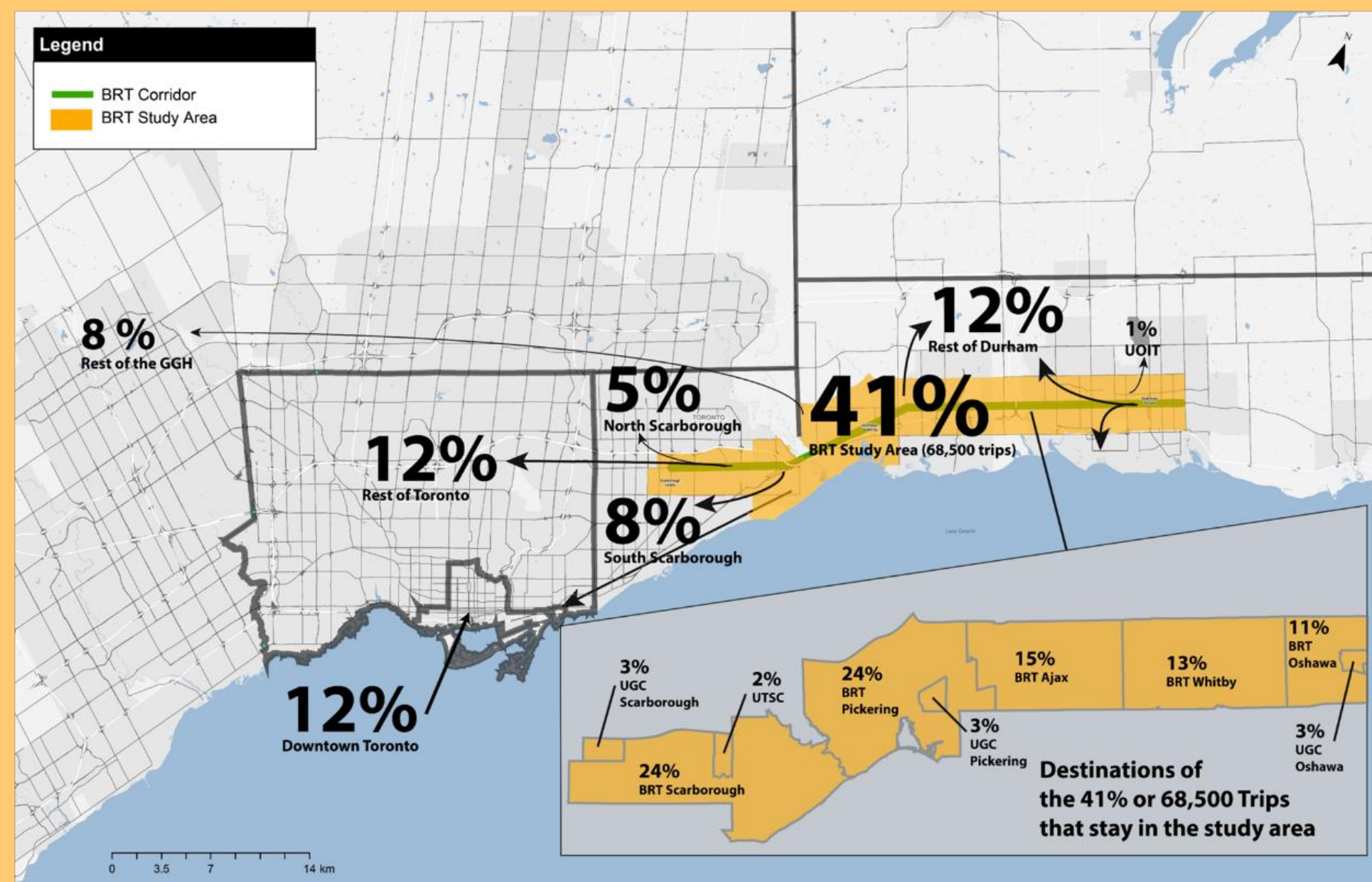
What is Durham-Scarborough BRT?

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting 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.

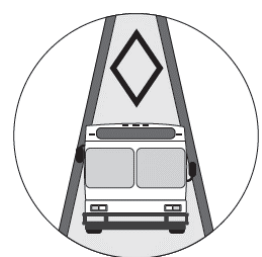
Problem and Opportunity Statement:

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.

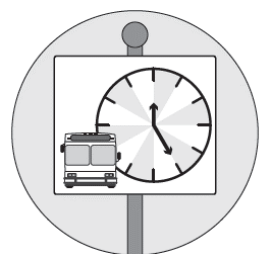
With rapid growth in the past decade and an expectation for this growth to continue into the future, demand for travel along the corridor will continue to increase and a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary.



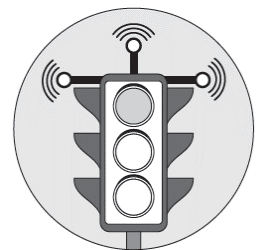
What is BRT?



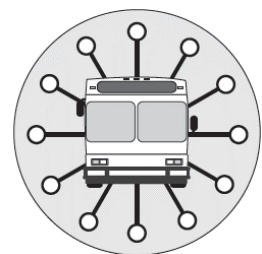
Dedicated lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service.



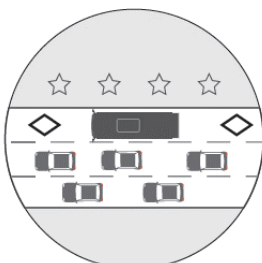
Frequent service with a bus every 5 minutes or less during peak hours.



Smart signals on Highway 2 are already installed and will adapt to support smoother traffic flow for all commuters.



Better connections: TTC, DRT and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the region.



Reliable service with buses that are separated from general traffic in most areas.

Benefits of DS BRT

The Initial Business Case (2018) identified the benefits below. These benefits are being refined and confirmed in the Preliminary Design Business Case.



162

Kilotonnes of CO² Reduced



9.5

Minutes Saved Per Rider



208

Fewer Traffic Related Injuries or Deaths



686

Millions of Dollars of Economic Benefits



1.29

Benefit to Cost Ratio

What Formal Process will be Followed?

Metrolinx is working with various municipalities to advance planning and design of the Durham-Scarborough BRT:

- Transit Project Assessment Process (TPAP)
- Preliminary Design (PD)
- Preliminary Design Business Case (PDBC)

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused impact assessment created specifically for transit projects. The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) and includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. A TPAP makes sure that the natural, social, cultural, and economic environments are addressed and any potential adverse effects from the proposed infrastructure are either avoided, mitigated, or minimized. TPAPs are regulated under Ontario's Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks' review prior to proceeding with the transit project.



What is Preliminary Design (PD)?

In this phase, the project team will utilize the environmental impact assessment from the TPAP to refine the BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure widths such as lanes, buffers, boulevards, active transportation facilities, and grading limits in order to reduce the site-specific impacts identified in the TPAP. The preliminary design will generate the analytic information to feed the PDBC that will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.

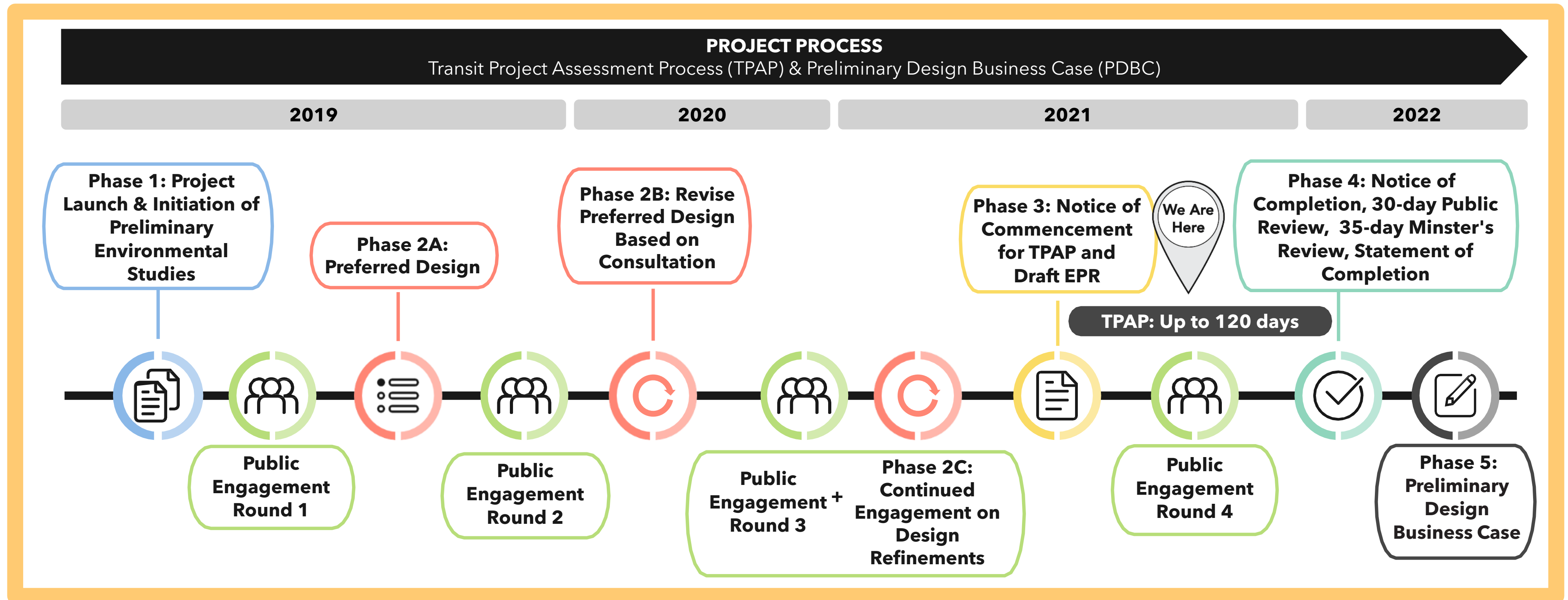


What is the Preliminary Design Business Case (PDBC)?

The PDBC analyzes the Durham-Scarborough BRT against strategic objectives, financial and economic impacts and operations considerations. The PDBC builds upon the work done in the Initial Business Case and will compare the system against a business-as-usual scenario (i.e., without the project). The PDBC will assist in refining the service plan for the corridor. The PDBC will also identify risks and barriers that may impact the project as well as infrastructure and policy measures which may support its implementation.



Project Process

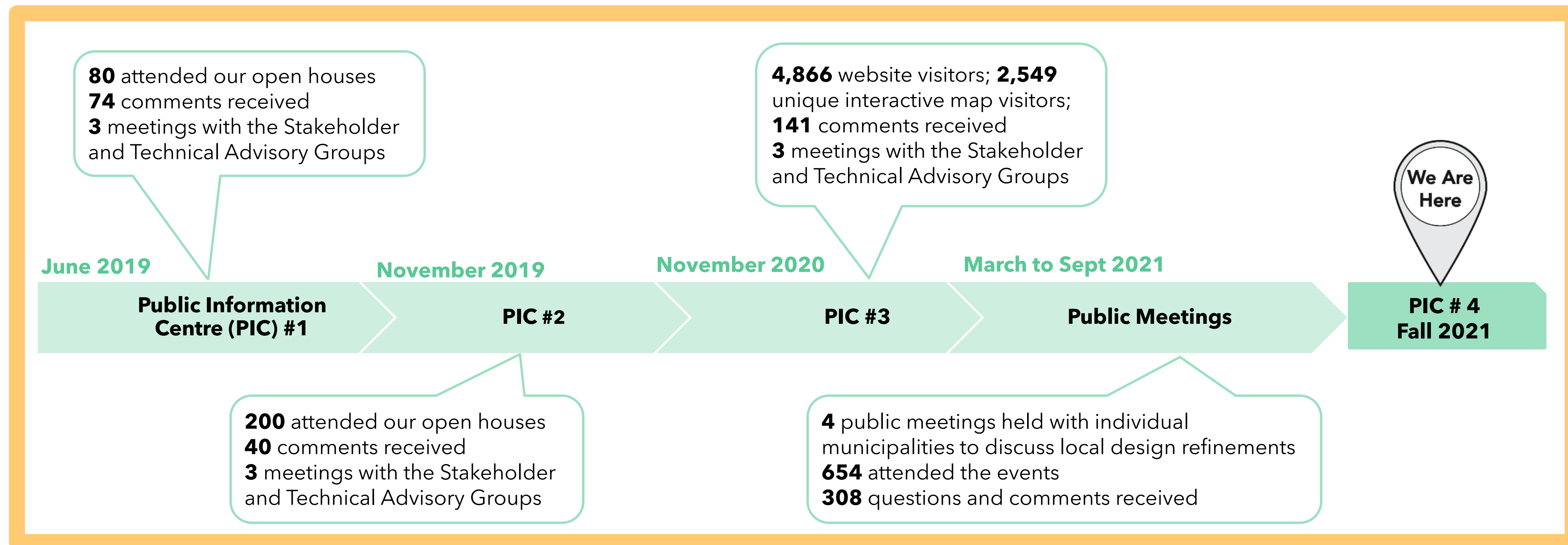


TPAP: Transit Project Assessment Process
EPR: Environmental Project Report

Summary of Public Consultation to Date

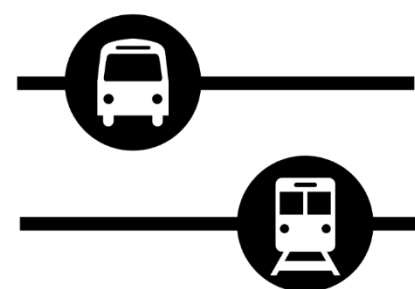
This graphic shows the public engagement process for the DS BRT project:

- Three rounds of Public Information Centres (PICs) were held in 2019 and 2020.
- This round of public consultation (PIC #4) is part of the formal TPAP consultation process.



What We Have Heard to Date

Opportunities to:



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



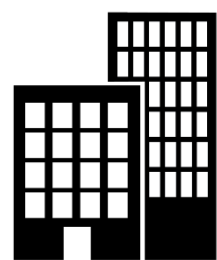
Expand the active transportation network to fill in existing gaps and improve first and last mile connections



Improve accessibility to transit and along the corridor

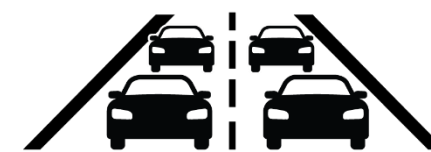


Improve the public realm along the corridor



Raise awareness of and incorporate elements of cultural heritage resources and local neighbourhood in the BRT stop design

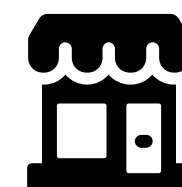
Concerns about:



Access changes due to raised islands along dedicated transit lanes



Potential for traffic infiltration in surrounding neighbourhoods



Potential business impacts along Ellesmere Road and Downtown Whitby



Potential impacts to cultural heritage resources



Gaps in the cycling network



Impacts to on-street parking in Downtown Whitby and Downtown Oshawa

What is an IBC?

An Initial Business Case (IBC) was completed for Durham-Scarborough Bus Rapid Transit in 2018.

An Initial Business Case sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity. Options to address that problem or opportunity were developed and analyzed. The recommended option is the basis for further study and will be further refined in the Preliminary Design Business Case.

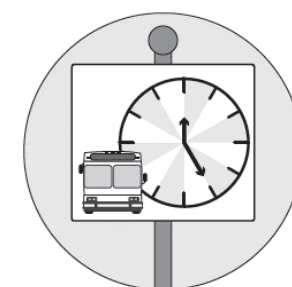
A Preliminary Design Business Case is being completed as part of this project.

IBC Recommended Option



Bus routing options

Identified Highway 2 and Ellesmere Road as the optimal transit route.



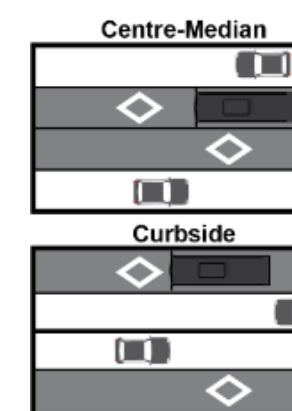
Bus service options

Recommended buses every 5 minutes in Durham Region, and a bus every 2 minutes in Scarborough.



Stop spacing options

Recommended an average stop spacing of 700 to 800 metres.

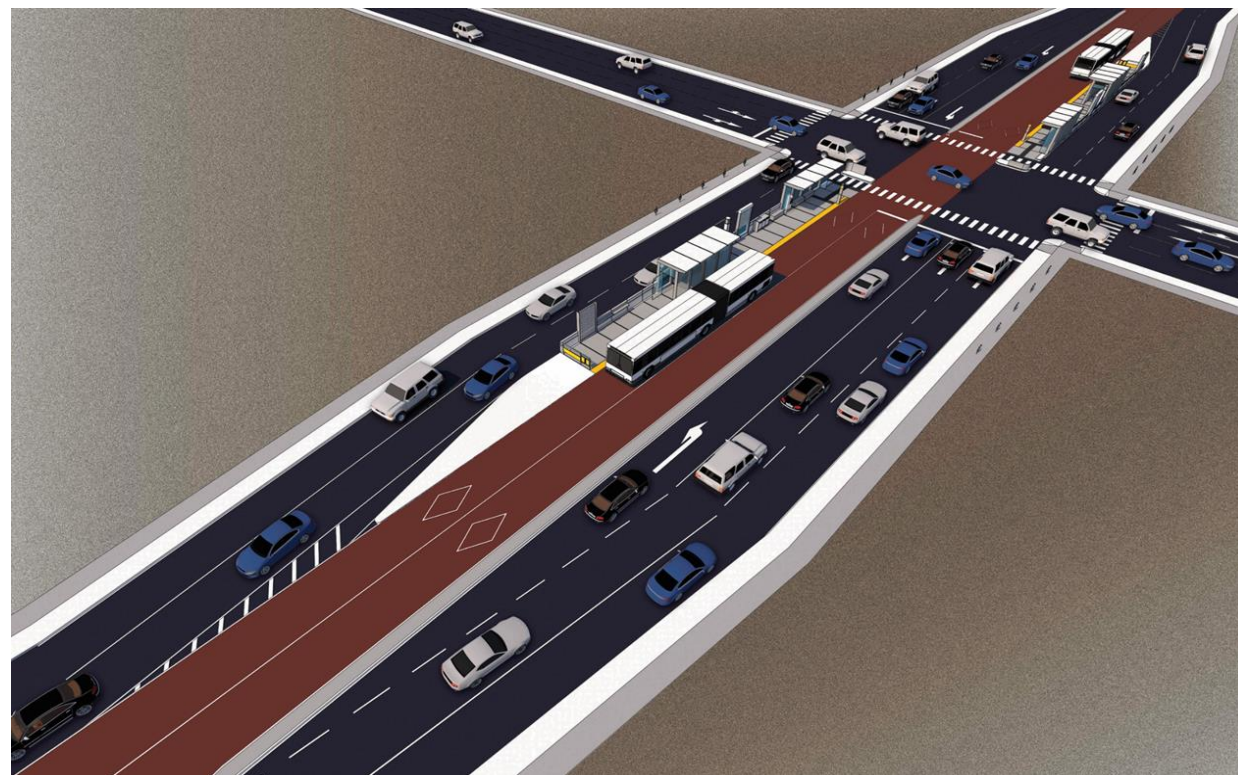


Right-of-way options

Recommended a hybrid option, with a mix of centre-median lanes, curbside lanes, and transit priority measures.

BRT Lane Configuration

The DS BRT project will generally maintain existing traffic lanes and widen to add dedicated bus lanes. For most of Durham Region and the City of Toronto, the dedicated transit lanes will be centre-median. In the City of Oshawa, the dedicated transit lanes will be curbside on one-way streets.



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.
- Proposed for most of the DS BRT corridor.



Curbside bus lanes

- Dedicated transit lanes on the outside of the road.
- Stops on the side of the road at signalized intersections.
- Proposed for one-way streets in the City of Oshawa (King Street W and Dundas Street W).

Why dedicated lanes?

Dedicated lanes for buses result in shorter travel times and have other benefits:

✓ **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 including other transit technologies.

BRT Vehicles



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



Source: TTC



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.

Accessing Centre-Median Stops



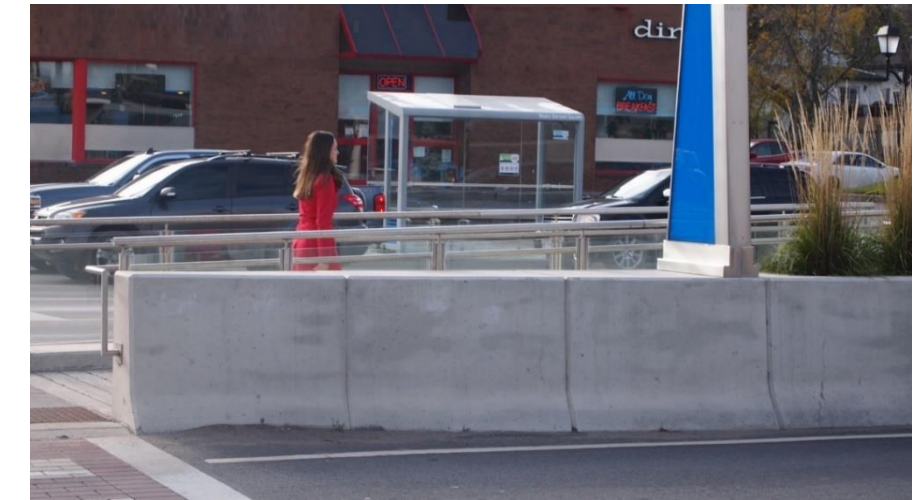
1 Jane arrives at her stop and pushes the “push to walk” button.



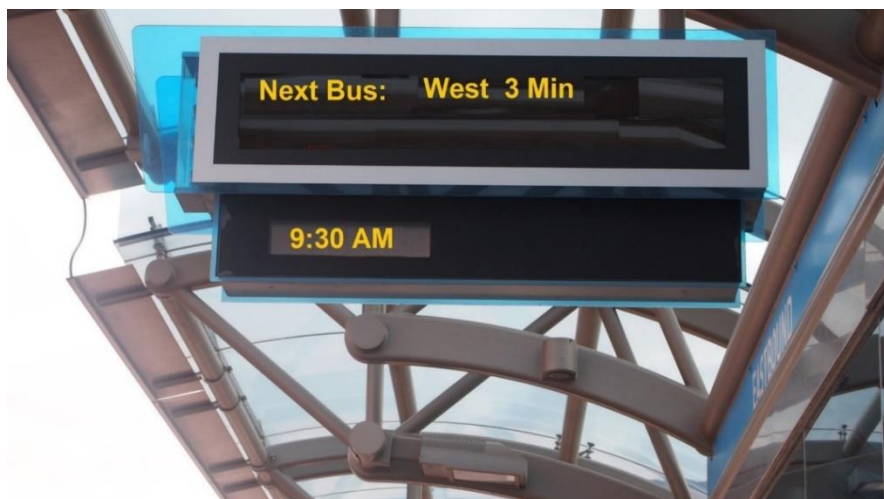
2 ...and waits to cross the street.



3 When the walk sign goes on, Jane crosses one direction of traffic to get to the platform.



4 Jane gets to the stop platform and walks towards the boarding area.



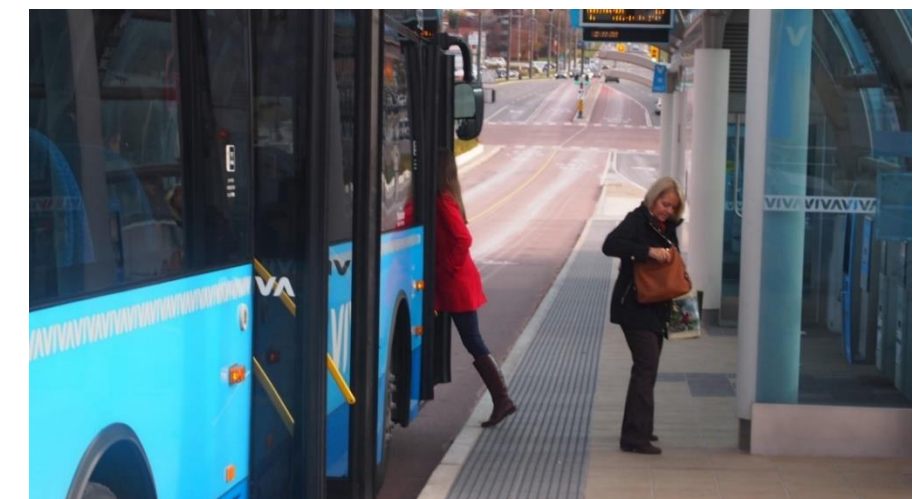
5 She checks the bus arrival information and sees that her bus will arrive in 3 minutes.



6 Great! That’s enough time for her to pay her fare using her PRESTO card before she boards the bus.



7 Jane waits for her bus on the bench in the platform shelter.



8 Shortly after, her bus arrives, and she’s on her way.

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.
- Mailing your feedback to the address listed below.

Kristin Demasi

Project Manager
Metrolinx
97 Front Street West
Toronto, ON
M5J 1E6
(416) 202-3723

Next Steps

- The Transit Project Assessment Process (TPAP) commenced October 14, 2021.
- The project team will consider input on the design from technical agencies, stakeholders and members of the public from the fourth round of consultation.
- The Environmental Project Report (EPR) will be available for public review and comment at the end of the TPAP.
- The Notice of Completion will provide details on when and how to access the EPR.
- 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.

Stay up-to-date by:

- Signing-up for the project mailing list: dsbrt@metrolinx.com
- Visiting the project website:
www.metrolinxengage.com/dsbrt

Advertising PIC #4

Newspaper Outreach

To spread the word to as many people as possible, PIC #4 was advertised in local newspapers in October 2021. The following newspapers advertised the event:

- **Ajax-Pickering News Advertiser** - October 14, 2021 & October 21, 2021
- **Oshawa This Week** - October 14, 2021 & October 21, 2021
- **Whitby This Week** - October 14, 2021 & October 21, 2021
- **Clarington This Week** - October 14, 2021 & October 21, 2021
- **Scarborough Mirror** - October 14, 2021 & October 21, 2021
- **L'Express Toronto** - October 15, 2021 & October 22, 2021