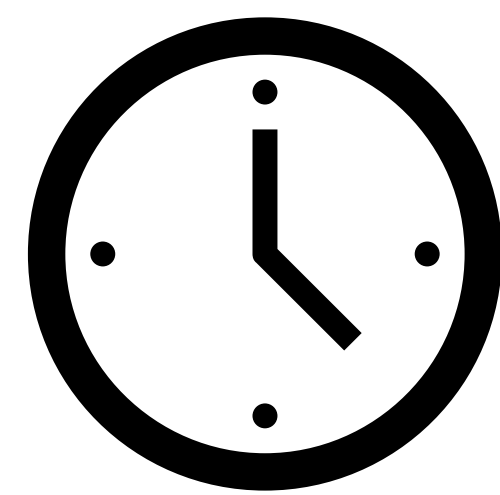


Transit Travel Time Reliability

- Microsimulation models were developed to examine interactions between transit and general traffic.
- Focus on sections with right-of-way constraints where the existing number of lanes plus dedicated transit lanes doesn't fit.



Performance measures include traffic and transit travel times, and reliability of travel times.

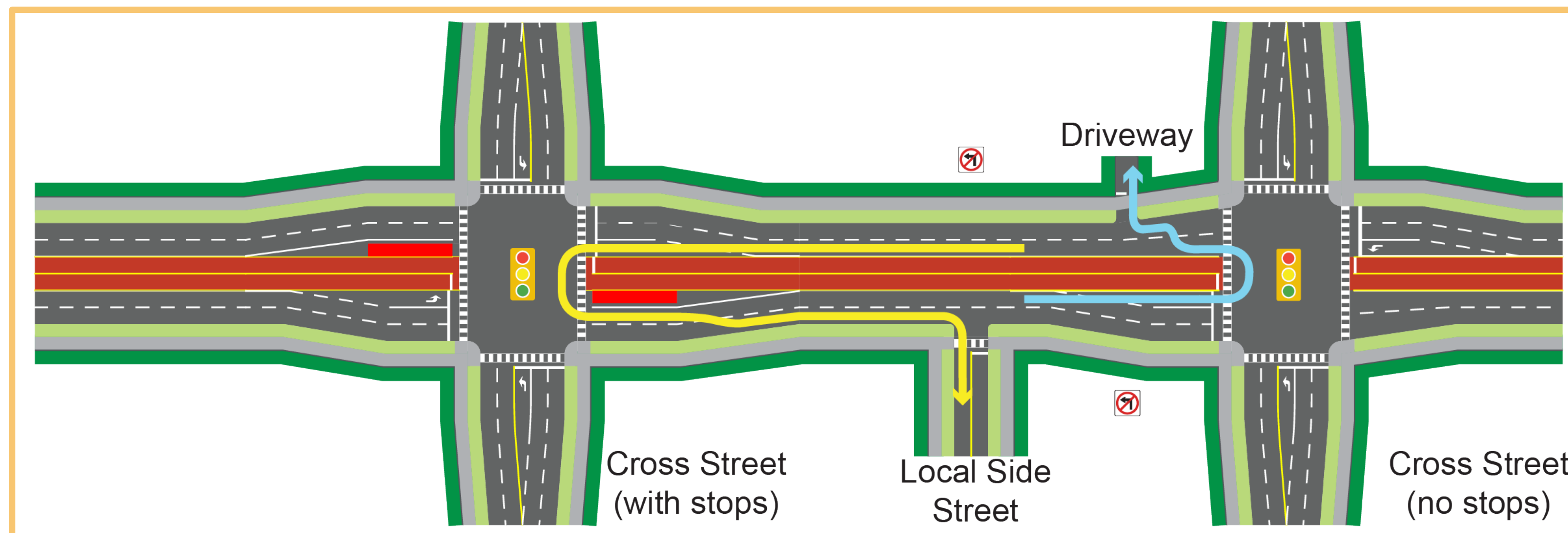
- Models show that dedicated transit lanes improve transit travel times by 15 to 25%.
 - o That means the total travel time between Oshawa and Scarborough Centre from 100 minutes to about 75 to 85 minutes.
 - o Time saved will be proportional for shorter trips.
- Models show that dedicated transit lanes improve transit travel time reliability by 10% .
 - o That means every transit trip would save up to an additional 10 minutes.
- More reliable transit and faster transit travel times will be key inputs to the Preliminary Design Business Case.

Left-turns and U-turns

Raised islands will separate transit lanes from general traffic lanes between signalized intersections.

These islands will prevent left-turns at unsignalized intersections and driveways.

The graphic below shows how travel patterns may change.



Drivers will be able to make left-turns and u-turns during protected phases at signalized intersections. This configuration is expected to enhance safety.

Active Transportation

The Durham-Scarborough BRT project provides the opportunity to improve connectivity and expand the active transportation network.



Sample rendering of a cycle track.

New sidewalks and cycling facilities will be provided to fill in existing gaps. A combination of cycle tracks, buffered bike lanes and multi-use paths are proposed.

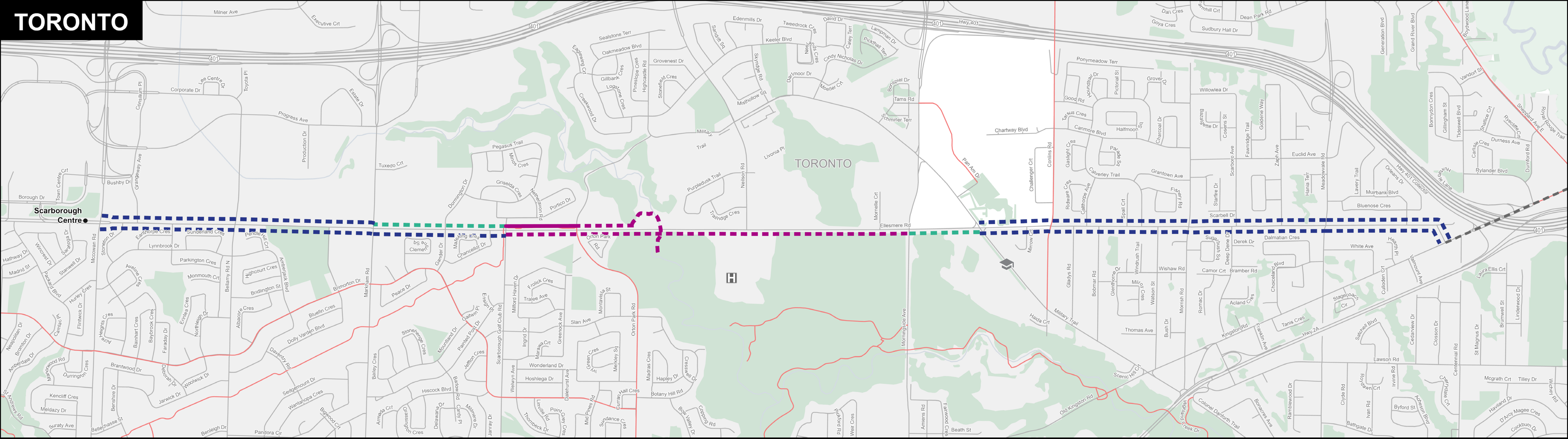
Bike parking will be provided near stop locations to connect cyclists to transit.

A map of the proposed cycling facilities is included on the following boards. The type of cycling facility was selected based on a review of:

- Existing cycling infrastructure
- Proposed cycling infrastructure in municipal and regional cycling plans
- Land use context
- Traffic volumes
- Posted speed limits
- Roadway characteristics

In constrained areas, alternate routes are identified north or south of the DS BRT corridor.

Cycling Facilities



EXISTING / PLANNED FACILITIES

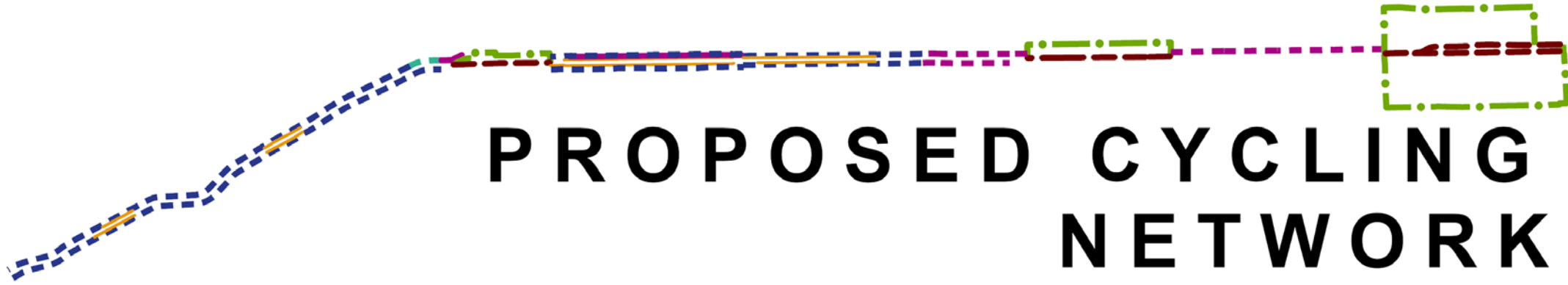
- Existing Buffered Bike Lanes or Cycle Tracks
- Existing Multi-use Path
- Existing Cycling Facility

PROPOSED FACILITIES ALONG BRT CORRIDOR

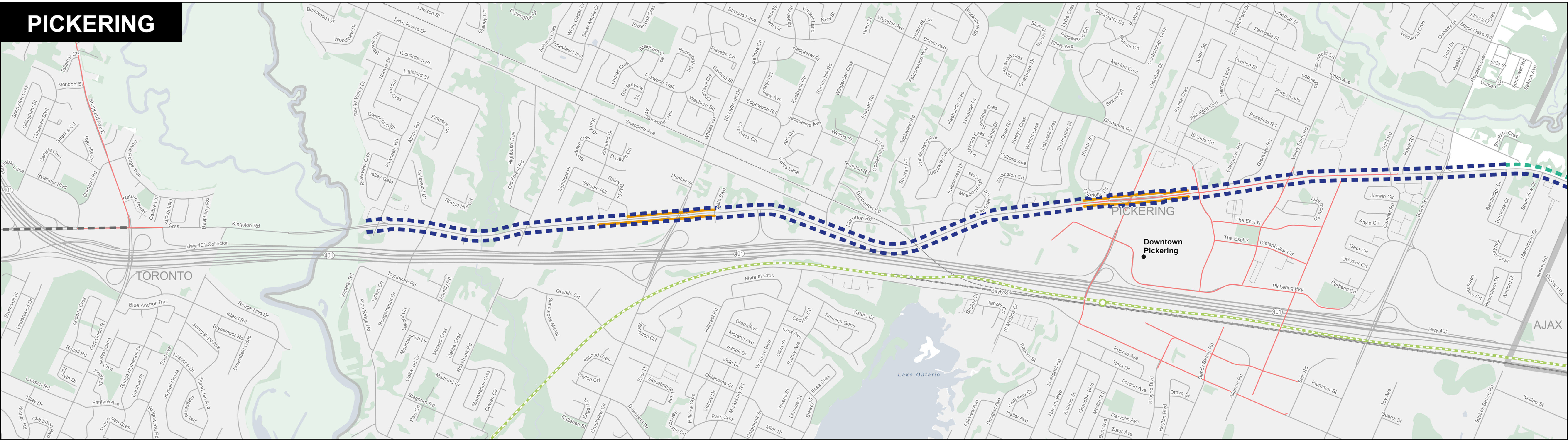
- Proposed Multi-use Path
- Proposed Cycle Track (One-Way)
- Proposed Cycle Track (Two-Way)
- Alternate Route
- No Cycling Facilities Identified
- Under Review

LEGEND

- Hospital
- School
- Urban Growth Centre
- GO Station
- GO Rail
- Rail
- Highway
- Road
- Waterbody
- Lower Tier Municipalities
- Greenbelt Designation
- Greenspace / Wooded Area



Cycling Facilities



EXISTING / PLANNED FACILITIES

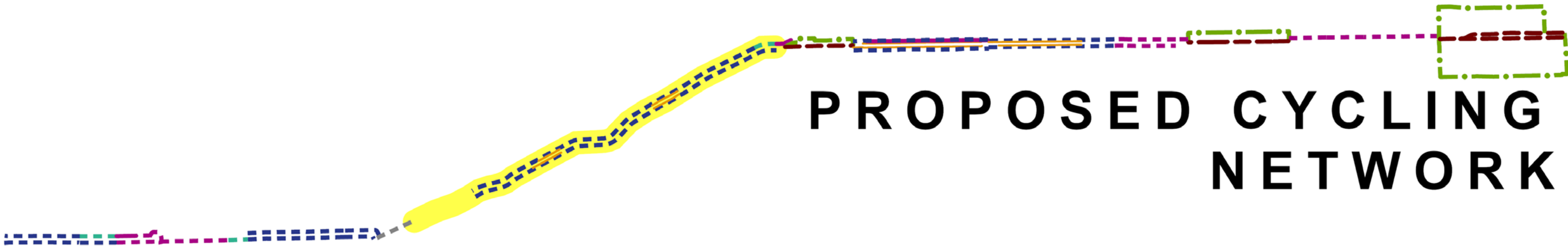
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PROPOSED FACILITIES ALONG BRT CORRIDOR

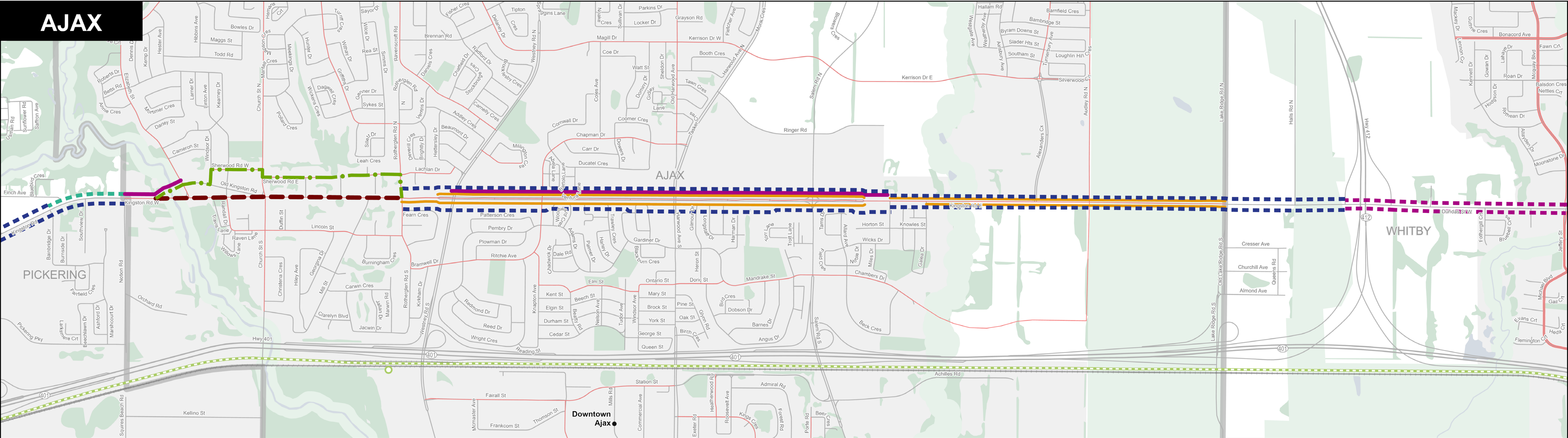
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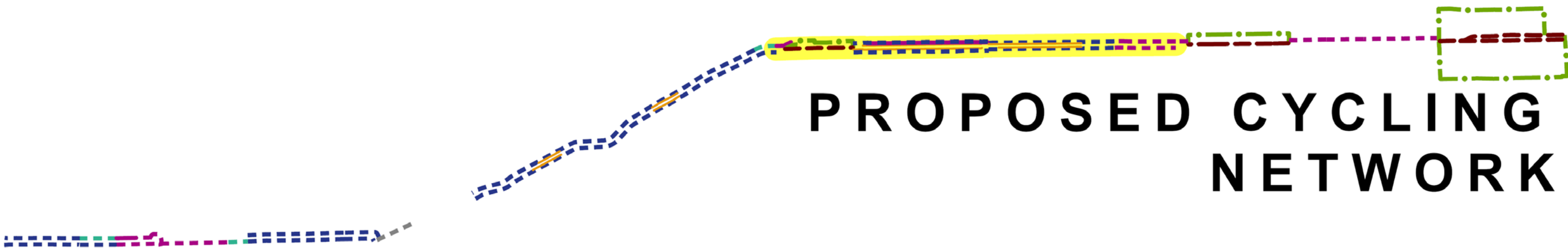
Cycling Facilities



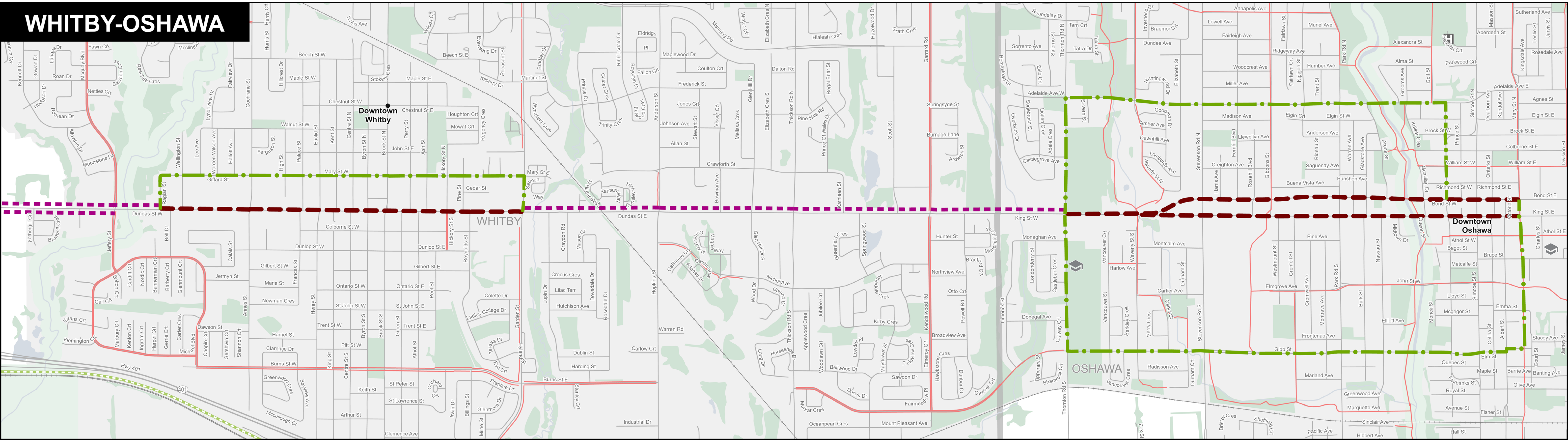
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