From:	DSBRT
To:	Margaret Parkhill; Hailey McWilliam
Subject:	FW: Durham-Scarborough BRT
Date:	June 2, 2019 2:57:16 PM

From: DSBRT
Sent: May-23-19 4:33 PM
To: [redacted]
Subject: RE: Durham-Scarborough BRT

H[redacted]

Thanks for your email. We will add you to the project mailing list.

Best Regards,
Kristin Demasi

From: [redacted]
Sent: May-22-19 3:28 PM
To: DSBRT
Subject: Durham-Scarborough BRT

Hi Kristin,

We are in receipt of the notice of Public Info Centre #1 for the Durham-Scarborough BRT, and would like to be added to the project mailing list. We own 2 properties on the new project line, [redacted]

Thanks,
[redacted]

[redacted]

[redacted]

From:	DSBRT
To:	Margaret Parkhill; Hailey McWilliam
Subject:	FW: Durham-Scarborough Bus Rapid Transit
Date:	June 2, 2019 2:56:56 PM
Attachments:	image003.jpg image005.jpg

[redacted]

From: DSBRT
Sent: May-28-19 5:32 PM
To: 'Derek Giberson'
Subject: RE: Durham-Scarborough Bus Rapid Transit

Hi Councillor Giberson,

Thank you for making us aware of this. We have taken note of this consideration and will be meeting with City of Oshawa staff over the next few weeks to discuss all the planning issues which we will need to take into account at this location, and other constrained locations along the corridor.

Have a good evening,
Kristin

From: Derek Giberson [mailto:DGiberson@oshawa.ca]
Sent: May-24-19 5:56 PM
To: DSBRT
Subject: RE: Durham-Scarborough Bus Rapid Transit

Hello Kristin,

Thanks for sending this along. I've given part of the report a scan, and there's something that I think should be included in long-term planning considerations, with regards to downtown Oshawa. Although it is not currently in the works, and could possibly never happen, there should be awareness that the existence of the one-way streets in Oshawa, including King/Bond, could be something that changes in the near or distant future. The thought gets floated from time to time, occasionally gets referenced in scattered municipal government reports on related matters, and isn't completely far-fetched. It would take considerable political will to push it out into the open and made reality, but it's there. Should it ever happen, it could affect the planning of this BRT corridor in the final eastern kilometres.

Best,
Derek

Derek Giberson, City Councillor, Ward 4 | City of Oshawa
905-436-5624 | Cell 289-928-3853 | 1-800-667-4292
DGiberson@oshawa.ca | **www.oshawa.ca**



"Dedicated to serving our community."

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, May 24, 2019 4:46 PM
To: Derek Giberson <DGiberson@oshawa.ca>
Subject: RE: Durham-Scarborough Bus Rapid Transit

Good afternoon Councillor Giberson,

Thank you for your email regarding the Durham-Scarborough BRT project.

The project website is still being developed – we hope to have it up and running by end of next week, ahead of the first Public Information Centre in Pickering on June 6. The website will provide information about the project, highlight upcoming public engagement opportunities and allow for opportunities for the public to comment and provide feedback to the project team.

In the meantime, if you would like additional information, please see the Durham-Scarborough BRT Initial Business Case. I've also attached the presentation that was provided by our consultant to the Durham Region COW on May 15.

Have a good weekend

Best Regards,
Kristin Demasi

From: Derek Giberson [mailto:DGiberson@oshawa.ca]
Sent: May-23-19 10:09 PM
To: DSBRT
Subject: Durham-Scarborough Bus Rapid Transit

Hello Kristin,

I was forwarded the Metrolinx notice about the Durham-Scarborough Bus Rapid Transit project. In the notice it says information can be found on the metrolinxengage.com site but I can't see anything. Could you kindly forward links for my perusal?

Many thanks,

Derek

Derek Giberson, City Councillor, Ward 4 | City of Oshawa
905-436-5624 | Cell 289-928-3853 | 1-800-667-4292
DGiberson@oshawa.ca | www.oshawa.ca
"Dedicated to serving our community."

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Invitation to Technical Agencies - Durham-Scarborough Bus Rapid Transit
Date: June 3, 2019 5:19:10 PM

[redacted]

Margaret Parkhill, P.Eng.

email margaret.parkhill@ibigroup.com
tel +1 416 596 1930 ext 61578

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NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez recu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

From: [redacted]
Sent: Thursday, May 30, 2019 9:41 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: RE: Invitation to Technical Agencies - Durham-Scarborough Bus Rapid Transit

Good morning Margaret,
Would you be so kind to include me in minutes when they are sent out. Purely from a personal interest point of view.
Thanks,
[redacted]

From: Margaret Parkhill [mailto:margaret.parkhill@ibigroup.com]
Sent: May 29, 2019 12:07 PM
To: [redacted]
Cc: Hailey McWilliam
Subject: [External] RE: Invitation to Technical Agencies - Durham-Scarborough Bus Rapid Transit

Hi [redacted]
Is there someone else at Union Gas we should invite, who is closer to the area?
Please let us know,
Margaret

Margaret Parkhill, P.Eng.

email margaret.parkhill@ibigroup.com
tel +1 416 596 1930 ext 61578

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From: [redacted]
Sent: Wednesday, May 29, 2019 10:10 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: RE: Invitation to Technical Agencies - Durham-Scarborough Bus Rapid Transit

Thanks Margaret,
While this project sounds very interesting and I'm sure I could learn a lot, it is too far from my area for my participation to be benificail.
Best of luck with the project.
[redacted]

From: Margaret Parkhill [mailto:margaret.parkhill@ibigroup.com]
Sent: May 27, 2019 4:31 PM
To: dsbrt@metrolinx.com
Cc: Kristin Demasi (Kristin.Demasi@metrolinx.com)
Subject: [External] Invitation to Technical Agencies - Durham-Scarborough Bus Rapid Transit

You are invited to participate in the Technical Advisory Group for Metrolinx's Durham-Scarborough Bus Rapid Transit project.

The Technical Advisory Group is being established to help Metrolinx understand the needs of agencies with direct technical interest along the Highway 2 and Ellesmere Road corridor from Downtown Oshawa to Scarborough Centre. Over the next 18 months, the group will be asked to share information and insights into issues, opportunities and potential solutions. The group will also have opportunity to review and comment on draft documents and potential transit and roadway designs.

This project builds on the Initial Business Case (completed 2018) and will include a Preliminary Design Business Case and follow the Transit Project Assessment Process. The corridor is set along Ellesmere Road and Highway 2. The transit vehicle technology is set in the form of Bus Rapid Transit, meaning dedicated lanes for buses with rubber tires.

The first meeting of the Technical Advisory Group is planned for Thursday, June 6 from 1:30 to 3:30 p.m. at The Regional Municipality of Durham Headquarters, Meeting Room CLK-LL-C-80 (605 Rossland Road East, Whitby, Ontario L1N 6A3). A meeting agenda and more information on the study will be provided prior to the meeting. Please note that all information will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all information provided through the consultation process will form part of the public record.

Please reply to confirm your interest and availability to participate in this important study.
If you are not able to join us on June 6, consider sending another representative from your organization.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: DSBRT
To: [redacted]
Subject: RE: BRT
Date: June 2, 2019 2:55:28 PM
Attachments: TTN_DSBRT_NoticeofPIC1_Draft_2019-05-17_newspaper.docx

---

Good Afternoon [redacted]

Thank you for your email regarding the Durham Scarborough BRT. The letter you received is in regards to some upcoming Public Information Centres where we encourage people to come and learn about the project.

The project is still in the planning and design phase, and we do not yet have funding available for construction. A detailed construction plan will be developed at some point in the future and shared with the community if and when construction begins.

In the meantime, we encourage you and your tenant to come to one of the Public Information Centres to learn more about the project and speak with project staff. The notice with the times and locations for the PICs is attached for your convenience.

Best Regards
Kristin

-----Original Message-----
[redacted]
Sent: May-30-19 2:30 PM
To: DSBRT
Subject: BRT

Dear Mr.
I am a owner of [redacted]
I received a letter from you regarding BRT. I just want to know that you will force close any store during construction? My tenant worries about his business .
Thank you
[redacted]

[redacted]

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Durham-Scarborough bus rapid transit
Date: June 5, 2019 3:13:47 PM

[redacted]

Margaret Parkhill, P.Eng.

email margaret.parkhill@ibigroup.com
tel +1 416 596 1930 ext 61578

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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Wednesday, June 05, 2019 2:08 PM
To [redacted]
Subject: RE: Durham-Scarborough bus rapid transit

Dear [redacted]

Thank you for your message about the Durham-Scarborough Bus Rapid Transit project. All project information and public meeting details should be available on our website tomorrow at the address: www.metrolinxengage.com/dsbrt

In the meantime, please see below:

Pickering Thursday, June 6, 2019 6 p.m. to 8 p.m. Pickering Recreation Complex, East Salon	**Ajax** Tuesday, June 11, 2019 6 p.m. to 8 p.m. McLean Community Centre, Community Hall
Oshawa Wednesday, June 12, 2019 12 p.m. to 2 p.m. Civic Recreation Complex, Bobby Orr Room	**Whitby** Wednesday, June 12, 2019 7 p.m. to 9 p.m. Anderson Collegiate Vocational Institute, gymnasium

If you are unable to attend in person, all materials presented at the meeting will be available on the website along with a survey to allow you to provide your comments.

Kind Regards,
Lee on behalf of the Durham-Scarborough BRT Project Team

Hello,

Submitted on Monday, June 3, 2019 - 19:06
Submitted by anonymous user: 10.195.30.254
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Durham-Scarborough bus rapid transit
Message: I could not find any info on the public information meet ups about the drop in for the study. There is nothing posted on the website.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/230/submission/13652

Facebook Twitter Instagram

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From: DSBRT
To: [redacted]
Subject: RE: Metrolinx Public Notice
Date: June 26, 2019 12:45:33 PM
Attachments: image001.png

Hi [redacted]
Planning and design are underway now and we do not yet know the property impacts of the corridor. This information will be developed over the next 12 months or so as the project develops. Once we have this information available we will be able to share with the community. In the meantime, please refer to our website www.metrolinxengage.com/dsbrt for up to date project information.

Please let me know if you require more information at this stage

Thanks,
Kristin

From: [redacted]
Sent: June-18-19 3:21 PM
To: DSBRT
Subject: Metrolinx Public Notice

Hello Kristin,

We recently received the attached notice on the proposed Durham-Scarborough Bus Rapid Transit. We are the Managing Agent for three (3) properties that may be effected by the transit route.

Our properties are locations are:
[redacted]

Please provide information if the transit route will effect these properties.

Thank you

[redacted]

From:	DSBRT
To:	DSBRT
Subject:	Notice of Public Information Centre #1 Scarborough - Durham-Scarborough Bus Rapid Transit Project
Date:	September 13, 2019 8:11:47 AM
Attachments:	TTN_DSBRT_NoticeofPIC1Scarborough.pdf

You are invited to attend Public Information Centre (PIC) #1 for the Durham-Scarborough Bus Rapid Transit project.

We are working to propose transit infrastructure in the form of dedicated bus lanes along Highway 2 and Ellesmere Road connecting Scarborough to downtown Oshawa in Durham Region. This project builds on the Initial Business Case (completed 2018) and will include a Preliminary Design Business Case and follow the Transit Project Assessment Process (TPAP). As part of this process, the project team is currently in the early stages of pre-planning activities, consultations and technical studies.

We invite you to attend the upcoming public meeting to learn more about the project, as well as the constrained areas of the corridor we are analyzing. The format will be a drop-in session where project team members will be available to answer questions and collect feedback. More information about the event can be found in the attached Notice.

The meeting will be held on Thursday, September 26, at the University of Toronto Scarborough Campus at The Meeting Place in the Science Wing, from 3:30 - 5:30 p.m. and 6:30 - 8:30 p.m.

The project team hosted PICs in Oshawa, Whitby, Ajax and Pickering in June 2019. The information available at the September PIC will be the same information presented in June 2019 and is available on the project website: https://www.metrolinxengage.com/dsbrt

The **Durham-Scarborough BRT** Project Team
dsbrt@metrolinx.com
www.metrolinxengage.com/dsbrt

Aussi disponible en français.

If you would like to stop receiving communications from the Durham Scarborough BRT Project Team, please reply to this email to let us know. Thank you.
Si vous ne souhaitez pas recevoir de communications de l'équipe du projet Durham-Scarborough BRT, veuillez répondre a ce message. Merci.



September 25, 2019

To whom this may cc

We strongly oppose the building of the Metrolinx transit line which would impact the two center lanes along Ellesmere.

We have seen the damages which have been inflicted upon tenants/business owners on the Eglinton transit system route – and it is very disheartening to see so many businesses shut down due to the fact that a unnecessary transit requirement was set to be completed.

We strongly object to this project as the lack of traffic and access to vehicles making a left turn will impact our business, shipping access, as well as customer access. Kindly reconsider your project and do not impact the lives of thousands of tenants who make a living through running and operating their businesses.

We recommend you design the route along Ellesmere with seven lanes as it is presently west of Brimley, using the curb lanes for buses, two lanes in each direction for other vehicles, and a left-hand turn lane. The city already owns the necessary property to widen Ellesmere, with this suggested approach.

Thank you



From:	Margaret Parkhill
To:	Hailey McWilliam
Subject:	FW: Concern With Ellesmere Transit System- Metrolinx
Date:	September 26, 2019 11:36:01 AM
Attachments:	Notice of Concern Metrolinx.pdf

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, September 25, 2019 5:12 PM
To: [redacted]>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin.Demasi@metrolinx.com; councillor_ainslie@toronto.ca; [redacted]
Subject: Re: Concern With Ellesmere Transit System- Metrolinx

Kindly see attached. Please reconsider your project options.

This project will significantly impact our business and we are very concerned. As a growing Canadian business, we strive to ensure our business runs successfully, access to the plaza will be negatively impacted and our customers will deter from coming into the plaza, thus affecting our sales.

Thank you
[redacted]

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On Wed, Sep 25, 2019 at 4:58 PM [redacted] wrote:

> Kindly see attached - letter of concern. Please act responsibly and consider the losses that of which will significantly and negatively impact our business. Kindly reconsider your project plans.

We appreciate you taking the time to read our concerns.

Thank you

--

[redacted]





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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed lane restrictions on Ellesmere Road
Date: September 26, 2019 11:36:23 AM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, September 25, 2019 3:58 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin.Demasi@metrolinx.com; councillor_ainslie@toronto.ca
Cc [redacted]
Subject: re: Proposed lane restrictions on Ellesmere Road

Hi,

I'm writing to make know my objection to the proposed 'recommended option' by MetroLinx. I strongly oppose this move as it would adversely affect my business. There would be increased traffic into and around my plaza therefore making it less like that my customers would be willing to make appointments to see us. This increase in congestion on an already busy street would have serious consequences to my bottom line and viability going forward.

Please consider other options such as widening the street as is done west of Brimely etc. This proposal to have one lane access both ways will not be beneficial enough to make it a win win for all involved.

Thanks.

[redacted]

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September 25, 2019 [redacted]

To whom this may cc

We strongly oppose the building of the Metrolinx transit line which would impact the two center lanes along Ellesmere.

We have seen the damages which have been inflicted upon tenants/business owners on the Eglinton transit system route – and it is very disheartening to see so many businesses shut down due to the fact that a unnecessary transit requirement was set to be completed.

We strongly object to this project as the lack of traffic and access to vehicles making a left turn will impact our business, shipping access, as well as customer access. Kindly reconsider your project and do not impact the lives of thousands of tenants who make a living through running and operating their businesses.

We recommend you design the route along Ellesmere with seven lanes as it is presently west of Brimley, using the curb lanes for buses, two lanes in each direction for other vehicles, and a left-hand turn lane. The city already owns the necessary property to widen Ellesmere, with this suggested approach.

Thank you

[redacted]

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Concern With Ellesmere Transit System- Metrolinx
Date: September 26, 2019 11:36:08 AM
Attachments: Notice of Concern Metrolinx.pdf

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, September 25, 2019 4:57 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin.Demasi@metrolinx.com; councillor_ainslie@toronto.ca
Cc: [redacted]
Subject: Concern With Ellesmere Transit System- Metrolinx

Kindly see attached - letter of concern. Please act responsibly and consider the losses that of which will significantly and negatively impact our business. Kindly reconsider your project plans.

We appreciate you taking the time to read our concerns.

Thank you
--
[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road
Date: September 26, 2019 11:39:05 AM
Attachments: image001.jpg
image002.jpg

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, September 25, 2019 3:23 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin.Demasi@metrolinx.com; councillor_ainslie@toronto.ca
Cc [redacted]
Subject: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Dear Margaret, Kristin & Paul,

I am writing to you on behalf of the [redacted]. We are the owners and managers of most of properties on the [redacted]

[redacted].

We have grave concerns and objections to the proposed dedicated centre lanes for buses.

The plan as we know it, would produce an extreme negative impact on both the residents in the neighbourhood on the south side of Ellesmere as well as the businesses on the north side. Restricting left hand turns into the above properties will severely impact our tenants in these buildings and damage their business, customer access and transport trailer access for shipping. Please note that just our [redacted] alone has several thousand cars visiting in and out daily, with close to 1,000 parking spaces and over 40 shipping bays. In addition the other main entrance to this landmark mixed use retail/office/industrial development already has restricted left turns after 3pm daily. So how are cars and truck to enter the property?

We are suggesting that you design the route along Ellesmere with seven lanes as it is presently west of Brimley, using the curb lanes for buses, two lanes in each direction for other vehicles, and a left hand turn lane. The city already owns the necessary property to widen Ellesmere in this manner.

We would be happy to meet with your planners and stakeholders to present our concerns in person and discuss alternate solutions.

Your response is greatly appreciated.

Sincerely,

[redacted]





[redacted]

From: DSBRT
To: [redacted]
Subject: [redacted]
Date: October 3, 2019 3:02:03 PM

Hi [redacted]

The Durham-Scarborough BRT runs along Kingston Rd only. There is no impact to properties south of Kingston Rd along Westney Rd S.

All maps and up to date project information can be found on the website- www.metrolinxengage.com/dsbrt

Let me know if you require any additional information. We have only just started the preliminary design.

Thanks,
Kristin

Kristin Demasi
Senior Planning Officer, Planning and Policy
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: Metrolinx Engage [mailto:support@76design.com]
Sent: September-26-19 7:56 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Thursday, September 26, 2019 - 07:55
Submitted by anonymous user: 173.239.134.34
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: [redacted]
Message:
The Properties Group represents the Owners of [redacted] in Ajax. I see that the proposed Bus Rapid Transit System is close to these properties. Could you please

provide me with a more concise map of the propose route so that we are more aware of any possible impact on our two properties.
thanks [redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14204

Facebook Twitter Instagram

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Road Planning On Ellesmere Rd / Markham Rd
Date: Thursday, September 26, 2019 11:32:32 AM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, September 26, 2019 11:05 AM
To: councillor_ainslie@toronto.ca; Kristin.Demasi@metrolinx.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Road Planning On Ellesmere Rd / Markham Rd

Hello:

I am contacting you in regards to the road planning to install two center lanes along Ellesmere Rd to accommodate buses only.

My understanding of this is that this will eliminate one lane of vehicular traffic in each direction and restrict left hand turns into our business location.

Myself and our business strongly object this. This increased vehicular traffic and the lack of left turn access to our location will severely impact our business, shipping and customer access.

Best,

[redacted]



[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Road Planning On Ellesmere Rd / Markham Rd
Date: Thursday, September 26, 2019 11:32:44 AM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, September 26, 2019 11:03 AM
To: councillor_ainslie@toronto.ca; Kristin.Demasi@metrolinx.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Road Planning On Ellesmere Rd / Markham Rd

Hello:

I am contacting you in regards to the road planning to install two centre lanes along Ellesmere Rd to accommodate buses only.

My understanding of this is that this will eliminate one lane of vehicular traffic in each direction and restrict left hand turns into our business location.

Myself and our business strongly object this. This increased vehicular traffic and the lack of left turn access to our location will severely impact our business, shipping and customer access.

Best,

[redacted]



[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Road Planning On Ellesmere Rd / Markham Rd
Date: Thursday, September 26, 2019 11:32:24 AM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, September 26, 2019 11:14 AM
To: councillor_ainslie@toronto.ca; Kristin.Demasi@metrolinx.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Road Planning On Ellesmere Rd / Markham Rd

Hello:

I am contacting you in regards to the road planning to install two centre lanes along Ellesmere Rd to accommodate buses only.

My understanding of this is that this will eliminate one lane of vehicular traffic in each direction and restrict left hand turns into our business location.

Myself and our business strongly object this. This increased vehicular traffic and the lack of left turn access to our location will severely impact our business, shipping and customer access.

Regards,

[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed lane restrictions on Ellesmere Road
Date: Friday, September 27, 2019 2:51:39 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Councillor Ainslie [mailto:councillor_ainslie@toronto.ca]
Sent: Friday, September 27, 2019 2:51 PM
To [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'Kristin.Demasi@metrolinx.com' <Kristin.Demasi@metrolinx.com>
Cc: [redacted]
Subject: RE: Proposed lane restrictions on Ellesmere Road

Good Afternoon [redacted]

Thank you for your comments, I will pass them on to Councillor Ainslie.

Alexandr Amelin
Advisor, Planning & Strategic Initiatives
Office of City Councillor Paul Ainslie
City of Toronto, Ward 24 – Scarborough Guildwood
Chair, General Government and Licensing Committee
Chair, Board of Management of the Toronto Zoo
Tel: 416-396-5614
Fax: 416-392-4006
alex.amelin@toronto.ca

*To subscribe to monthly ENews "Ward 24 Report" click here or reply "subscribe" to this email.

From: [redacted]
Sent: September 25, 2019 3:58 PM
To: margaret.parkhill@ibigroup.com; Kristin.Demasi@metrolinx.com; Councillor Ainslie <councillor_ainslie@toronto.ca>
Cc [redacted]
Subject: re: Proposed lane restrictions on Ellesmere Road

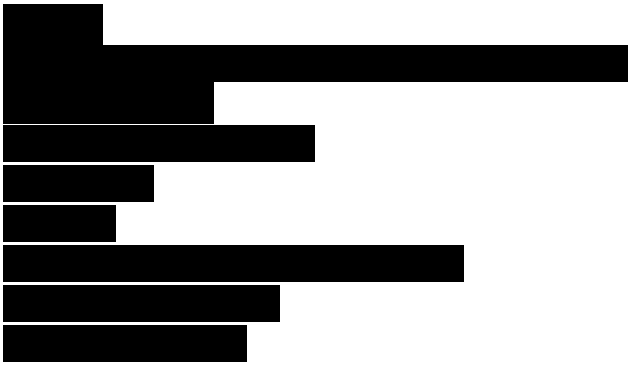
Hi,

I'm writing to make know my objection to the proposed 'recommended

option' by MetroLinx. I strongly oppose this move as it would adversely affect my business. There would be increased traffic into and around my plaza therefore making it less like that my customers would be willing to make appointments to see us. This increase in congestion on an already busy street would have serious consequences to my bottom line and viability going forward.

Please consider other options such as widening the street as is done west of Brimely etc. This proposal to have one lane access both ways will not be beneficial enough to make it a win win for all involved.

Thanks.



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[redacted]

October 9, 2019

Please accept this email as formal objection to the Recommended Option for the Metrolinx project regarding the proposed center lanes along Ellesmere Road to be used exclusively for rapid transit.

We strongly object to this project because of the increased vehicular traffic and the lack of left turn access to our location as it will severely impact our business, shipping and customer access. Postage Savers Inc. is a local business located on Ellesmere Road for 27 years employing over 35 people. We object for the sake of our business, the customers and suppliers with whom we hold many years of collaboration through our business, as well as for the sake of every employee within our organization. The impact of this project shall render the location inaccessible because the size of the delivery trucks require the existing number of lanes to turn into the property and as a result of lane reductions and restrictions, the business would not have a choice but to relocate.

I understand that there is the option of widening Ellesmere Road and trust that this will be the chosen solution so as businesses can continue to operate.

Thank you for your attention on this matter.

Best Regards,

[redacted]

[redacted]

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed Centre Lanes Along Ellesmere Road To Be used Exclusivley for Rapid Transit
Date: October 9, 2019 1:18:27 PM
Attachments: Metrolinx - Ellesmere Lane Restrictions.pdf

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, October 9, 2019 1:08 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; kristin.demasi@metrolinx.com; ainslie@toronto.ca
Cc: [redacted]
Subject: Proposed Centre Lanes Along Ellesmere Road To Be used Exclusivley for Rapid Transit

Please see attached objection

Thanks

[redacted]

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Concern With Ellesmere Transit System- Metrolinx
Date: October 17, 2019 12:01:38 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Wednesday, October 16, 2019 3:58 PM
To: [redacted] 'Councillor Paul Ainslie' (councillor_ainslie@toronto.ca) <councillor_ainslie@toronto.ca>
Subject: RE: Concern With Ellesmere Transit System- Metrolinx

Hi [redacted]

Thank you for your email and letter dated Wednesday 25th September regarding the Durham Scarborough BRT. We appreciate your interest in the project.

The project team will be evaluating several options for BRT infrastructure along this section of Ellesmere Road over the coming months. These options range from dedicated bus lanes, to intersection improvements aimed at improving traffic flow as well as giving priority to transit vehicles when required. These options will be evaluated and presented to the public for review and feedback as the design progresses. As set out in the Durham Scarborough BRT Initial Business Case, a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Bus frequency in 2041 is expected to be approximately 30 buses per hour, or a bus approximately every 2 minutes during peak times. Mixing this frequency of buses with general traffic and/or right-turning traffic will not provide reliable transit service through this section.

We understand your concerns about congestion, left-turn access and the suggestion regarding the seven lane cross section along Ellesmere Road. It is important that the project supports the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way. While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

We encourage you to attend the projects Public Information Centre, planned for mid-November, 2019 (date and location to be confirmed soon on our website www.metrolinxengage.com/dsbrt). You will be able to learn more about the project, and provide feedback on the work completed to date.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: September-25-19 5:12 PM
To: [redacted]
Cc: margaret.parkhill@ibigroup.com; Kristin Demasi; councillor_ainslie@toronto.ca; [redacted]
Subject: Re: Concern With Ellesmere Transit System- Metrolinx

Kindly see attached. Please reconsider your project options.

This project will significantly impact our business and we are very concerned. As a growing Canadian business, we strive to ensure our business runs successfully, access to the plaza will be negatively impacted and our customers will deter from coming into the plaza, thus affecting our sales.

Thank you
[redacted]

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On Wed, Sep 25, 2019 at 4:58 PM [redacted] wrote:

> Kindly see attached - letter of concern. Please act responsibly and consider the losses that of which will significantly and negatively impact our business. Kindly reconsider your project plans.
>
> We appreciate you taking the time to read our concerns.
>
> Thank you

--

[redacted]





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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed lane restrictions on Ellesmere Road
Date: October 17, 2019 12:01:34 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Wednesday, October 16, 2019 4:35 PM
[redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'Councillor Paul Ainslie' (councillor_ainslie@toronto.ca) <councillor_ainslie@toronto.ca>; [redacted]
Subject: FW: Proposed lane restrictions on Ellesmere Road

Good Afternoon [redacted]

Thank you for your email dated Wednesday 25th September regarding the Durham Scarborough BRT. We appreciate your interest in the project.

The project team will be evaluating several options for BRT infrastructure along this section of Ellesmere Road over the coming months. These options range from dedicated bus lanes, to intersection improvements aimed at improving traffic flow as well as giving priority to transit vehicles when required. These options will be evaluated and presented to the public for review and feedback as the design progresses. As set out in the Durham Scarborough BRT Initial Business Case, a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Bus frequency in 2041 is expected to be approximately 30 buses per hour, or a bus approximately every 2 minutes during peak times. Mixing this frequency of buses with general traffic and/or right-turning traffic will not provide reliable transit service through this section.

We understand your concerns about traffic congestion, left-turn access and the suggestion to widen Ellesmere Road. It is important that the project supports the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way. Widening the street to a seven lane cross section, similar to what exists west of Brimley Road does not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

We encourage you to attend the projects Public Information Centre, planned for mid-November, 2019 (date and location to be confirmed soon on our website www.metrolinxengage.com/dsbrt). You will be able to learn more about the project, and provide feedback on the work completed to date.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: September-25-19 3:58 PM
To: margaret.parkhill@ibigroup.com; Kristin Demasi; councillor_ainslie@toronto.ca
Cc: [redacted]
Subject: re: Proposed lane restrictions on Ellesmere Road

Hi,

I'm writing to make know my objection to the proposed 'recommended option' by MetroLinx. I strongly oppose this move as it would adversely affect my business. There would be increased traffic into and around my plaza therefore making it less like that my customers would be willing to make appointments to see us. This increase in congestion on an already busy street would have serious consequences to my bottom line and viability going forward.

Please consider other options such as widening the street as is done west of Brimely etc. This proposal to have one lane access both ways will not be beneficial enough to make it a win win for all involved.

Thanks.

[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Road Planning On Ellesmere Rd / Markham Rd
Date: October 17, 2019 12:01:45 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Wednesday, October 16, 2019 2:50 PM
[redacted]
Cc: councillor_ainslie@toronto.ca; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: RE: Road Planning On Ellesmere Rd / Markham Rd

Good Afternoon [redacted]

Thank you for your email on Thursday 26th September regarding the Durham Scarborough BRT. We appreciate your interest in the project, and we understand your concerns about traffic congestion, and the potential to limit left-turn access into your business from Ellesmere Road.

The project team will be evaluating several design options for BRT infrastructure along this section of Ellesmere Road over the coming months. These options range from dedicated bus lanes and/or intersection improvements to improve traffic flow as well as giving priority to transit vehicles where required. It is also important that the project supports the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way.

These options will be evaluated and presented to the public for review and feedback as the design progresses. As set out in the Durham Scarborough BRT Initial Business Case, a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Bus frequency in 2041 is expected to be approximately 30 buses per hour, or a bus approximately every 2 minutes during peak times. Mixing this frequency of buses with general traffic and/or right-turning traffic will not provide reliable transit service through this section of the corridor.

We encourage you to attend the projects Public Information Centre, planned for mid-November, 2019 (date and location to be confirmed soon on our website www.metrolinxengage.com/dsbrt). You will be able to learn more about the project, and provide feedback on the work completed to date.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: September-26-19 11:05 AM
To: councillor_ainslie@toronto.ca; Kristin Demasi; margaret.parkhill@ibigroup.com; [redacted]
Subject: Road Planning On Ellesmere Rd / Markham Rd

Hello:

I am contacting you in regards to the road planning to install two center lanes along Ellesmere Rd to accommodate buses only.

My understanding of this is that this will eliminate one lane of vehicular traffic in each direction and restrict left hand turns into our business location.

Myself and our business strongly object this. This increased vehicular traffic and the lack of left turn access to our location will severely impact our business, shipping and customer access.

Best,

[redacted]



[redacted]

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From: Margaret Parkhill
To: Hopper, David; Kerslake, Holly; gus.garron
Cc: Hailey McWilliam
Subject: FW: Concern With Ellesmere Transit System- Metrolinx
Date: October 16, 2019 2:44:53 PM

[redacted]

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Wednesday, October 16, 2019 2:33 PM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; councillor_ainslie@toronto.ca
Subject: RE: Concern With Ellesmere Transit System- Metrolinx

Good Afternoon [redacted]

Thank you for your email and letter dated Wednesday 25th September regarding the Durham Scarborough BRT. We appreciate your interest in the project.

The project team will be evaluating several options for BRT infrastructure along this section of Ellesmere Road over the coming months. These options range from dedicated bus lanes, to intersection improvements aimed at improving traffic flow as well as giving priority to transit vehicles when required. These options will be evaluated and presented to the public for review and feedback as the design progresses. As set out in the Durham Scarborough BRT Initial Business Case, a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Bus frequency in 2041 is expected to be approximately 30 buses per hour, or a bus approximately every 2 minutes during peak times. Mixing this frequency of buses with general traffic and/or right-turning traffic will not provide reliable transit service through this section.

We understand your concerns about traffic congestion, left-turn access and the suggestion regarding the seven lane cross section along Ellesmere Road. It is important that the project supports the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way. While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

We encourage you to attend the projects Public Information Centre, planned for mid-November, 2019 (date and location to be confirmed soon on our website www.metrolinxengage.com/dsbrt). You will be able to learn more about the project, and provide feedback on the work completed to date.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: September-25-19 4:57 PM
To: margaret.parkhill@ibigroup.com; Kristin Demasi; councillor_ainslie@toronto.ca
Cc: [redacted]
Subject: Concern With Ellesmere Transit System- Metrolinx

Kindly see attached - letter of concern. Please act responsibly and consider the losses that of which will significantly and negatively impact our business. Kindly reconsider your project plans.

We appreciate you taking the time to read our concerns.

Thank you
--
[redacted]

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From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Road Planning On Ellesmere Rd / Markham Rd
Date: October 17, 2019 12:01:25 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Thursday, October 17, 2019 9:39 AM
To: [redacted]
Cc: councillor_ainslie@toronto.ca; Margaret Parkhill <margaret.parkhill@ibigroup.com>[redacted]
[redacted]
Subject: RE: Road Planning On Ellesmere Rd / Markham Rd

Good Morning [redacted]

Thank you for your email below regarding the Durham Scarborough BRT. We appreciate your interest in the project, and we understand your concerns about traffic congestion, and the potential to limit left-turn access into your business from Ellesmere Road.

The project team will be evaluating several design options for BRT infrastructure along this section of Ellesmere Road over the coming months. These options range from dedicated bus lanes and/or intersection improvements to improve traffic flow as well as giving priority to transit vehicles where required. It is also important that the project supports the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way.

These options will be evaluated and presented to the public for review and feedback as the design progresses. As set out in the Durham Scarborough BRT Initial Business Case, a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Bus frequency in 2041 is expected to be approximately 30 buses per hour, or a bus approximately every 2 minutes during peak times. Mixing this frequency of buses with general traffic and/or right-turning traffic will not provide reliable transit service through this section of the corridor.

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Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: September-26-19 11:14 AM
To: councillor_ainslie@toronto.ca; Kristin Demasi; margaret.parkhill@ibigroup.com; [redacted]
Subject: Road Planning On Ellesmere Rd / Markham Rd

Hello:

I am contacting you in regards to the road planning to install two centre lanes along Ellesmere Rd to accommodate buses only.

My understanding of this is that this will eliminate one lane of vehicular traffic in each direction and restrict left hand turns into our business location.

Myself and our business strongly object this. This increased vehicular traffic and the lack of left turn access to our location will severely impact our business, shipping and customer access.

Regards,

[redacted]

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road
Date: October 17, 2019 4:44:28 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, October 17, 2019 4:37 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; councillor_ainslie@toronto.ca; [redacted]
Subject: Re: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Hi Kristin,

Well, thanks at least for the standard response.

However, it seems to me that you really are not considering the balance and priorities of the people that pay the property taxes that support your endeavours. We do not see any "balance of needs" in this proposal.

Please remember that this is not downtown Toronto or Highway 7. There are very few pedestrians or bike riders on Ellesmere. There are many transit users for sure, but also the way the lands have been developed in this stretch, cars and trucks must take priority when it comes to accessing the lands on either side of the street.

If you truly are interested in looking at the access options to properties along ellesmere, we'd be happy to meet with your team anytime and to provide whatever info is required.

Sincerely concerned….

[redacted]

On Oct 17, 2019, at 4:21 PM, Kristin Demasi <Kristin.Demasi@metrolinx.com> wrote:

Hi [redacted]

Thank you for your email regarding the Durham Scarborough BRT and the suggestion to meet with your team to discuss your concerns.

The project team will be evaluating several options for BRT infrastructure along Ellesmere Road over the coming months. These options range from dedicated bus lanes, to intersection improvements aimed at improving traffic flow as well as giving priority to transit vehicles when required. These options will be evaluated and presented to the public for review and feedback as the design progresses.

We understand your concerns about congestion, left-turn access and the suggestion regarding the seven lane cross section along Ellesmere Road. It is important that the project supports the City of Toronto's policy of designing **complete streets which balance the needs and priorities of the various users and uses within the right-of-way.** While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

We will be undertaking a more detailed traffic analysis to look at the impacts of options on access to properties along Ellesmere Road. If it is possible, we would like to get some more detailed information from you regarding the traffic movements and operations in this area. We will follow up with you again about this in the near future.

In the meantime, we will be holding another PIC in mid-November, 2019 (date and location to be confirmed soon on our websitewww.metrolinxengage.com/dsbrt). We will present an update on the work and hope you and other members of the community will come out and join us.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: September-25-19 3:23 PM
To: margaret.parkhill@ibigroup.com; Kristin Demasi; councillor_ainslie@toronto.ca
Cc: [redacted]
Subject: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Dear Margaret, Kristin & Paul,

I am writing to you on behalf of the [redacted]. We are the owners and managers of most of properties on the north side of [redacted]

[redacted].

We have grave concerns and objections to the proposed dedicated centre lanes for buses.

The plan as we know it, would produce an extreme negative impact on both the residents in the neighbourhood on the south side of Ellesmere as well as the businesses on the north side. Restricting left hand turns into the above properties will severely impact our tenants in these buildings and damage their business, customer access and transport trailer access for shipping. Please note that just our [redacted] alone has several thousand cars visiting in and out daily, with close to 1,000 parking spaces and over 40 shipping bays. In addition the other main entrance to this landmark mixed use retail/office/industrial development already has restricted left turns after 3pm daily. So how are cars and truck to enter the property?

We are suggesting that you design the route along Ellesmere with seven lanes as it is presently west of Brimley, using the curb lanes for buses, two lanes in each direction for other vehicles, and a left hand turn lane. The city already owns the necessary property to widen Ellesmere in this manner.

We would be happy to meet with your planners and stakeholders to present our concerns in person and discuss alternate solutions.

Your response is greatly appreciated.

Sincerely,



[redacted] e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road
Date: October 22, 2019 4:55:35 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Tuesday, October 22, 2019 4:50 PM
To [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; councillor_ainslie@toronto.ca; [redacted]
Subject: RE: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Hi [redacted]

Thanks for the comments. As mentioned, we are developing a list of the information we would like to request from you to help us with the analysis and we will be in touch in the near future to set up a meeting.

Best,
Kristin

From: [redacted]
Sent: October-17-19 4:37 PM
To: Kristin Demasi
Cc: margaret.parkhill@ibigroup.com; councillor_ainslie@toronto.ca; [redacted]
Subject: Re: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Hi Kristin,

Well, thanks at least for the standard response.

However, it seems to me that you really are not considering the balance and priorities of the people that pay the property taxes that support your endeavours. We do not see any "balance of needs" in this proposal.

Please remember that this is not downtown Toronto or Highway 7. There are very few pedestrians or bike riders on Ellesmere. There are many transit users for sure, but also the way the lands have been developed in this stretch, cars and trucks must take priority when it comes to accessing the lands on either side of the street.

If you truly are interested in looking at the access options to properties along ellesmere, we'd be happy to meet with your team anytime and to provide whatever info is required.

Sincerely concerned….

[redacted]

On Oct 17, 2019, at 4:21 PM, Kristin Demasi <Kristin.Demasi@metrolinx.com> wrote:

Hi [redacted]

Thank you for your email regarding the Durham Scarborough BRT and the suggestion to meet with your team to discuss your concerns.

The project team will be evaluating several options for BRT infrastructure along Ellesmere Road over the coming months. These options range from dedicated bus lanes, to intersection improvements aimed at improving traffic flow as well as giving priority to transit vehicles when required. These options will be evaluated and presented to the public for review and feedback as the design progresses.

We understand your concerns about congestion, left-turn access and the suggestion regarding the seven lane cross section along Ellesmere Road. It is important that the project supports the City of Toronto's policy of designing **complete streets which balance the needs and priorities of the various users and uses within the right-of-way.** While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

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In the meantime, we will be holding another PIC in mid-November, 2019 (date and location to be confirmed soon on our websitewww.metrolinxengage.com/dsbrt). We will present an update on the work and hope you and other members of the community will come out and join us.

Best,
Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6

P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted] [mailto: [redacted]
Sent: September-25-19 3:23 PM
To: margaret.parkhill@ibigroup.com; Kristin Demasi; councillor_ainslie@toronto.ca
Cc: 'Lorne Ross'; 'Larry Goldberger'; 'Jesse Goldberger'; 'abdullah arif'; [redacted]
Subject: Proposed Metrolinx Rapid Bus Lanes Ellesmere Road west of Markham Road

Dear Margaret, Kristin & Paul,

I am writing to you on behalf of the [redacted]. We are the owners and managers of most of properties on the [redacted]

[redacted]

We have grave concerns and objections to the proposed dedicated centre lanes for buses.

The plan as we know it, would produce an extreme negative impact on both the residents in the neighbourhood on the south side of Ellesmere as well as the businesses on the north side. Restricting left hand turns into the above properties will severely impact our tenants in these buildings and damage their business, customer access and transport trailer access for shipping. Please note that just our [redacted] alone has several thousand cars visiting in and out daily, with close to 1,000 parking spaces and over 40 shipping bays. In addition the other main entrance to this landmark mixed use retail/office/industrial development already has restricted left turns after 3pm daily. So how are cars and truck to enter the property?

We are suggesting that you design the route along Ellesmere with seven lanes as it is presently west of Brimley, using the curb lanes for buses, two lanes in each direction for other vehicles, and a left hand turn lane. The city already owns the necessary property to widen Ellesmere in this manner.

We would be happy to meet with your planners and stakeholders to present our concerns in person and discuss alternate solutions.

Your response is greatly appreciated.

[redacted]

From: DSBRT
To: [redacted]
Subject: RE: durham-scarboro bus rapid transit
Date: November 7, 2019 2:17:18 PM

Hi [redacted]

Thanks for your email. We are still in the planning phases of the project and are seeking input on how best to accommodate bus lanes along Ellesmere Road and Highway 2 in Durham Region. Property impacts are being considered in the analysis and owners will be notified as the design develops.

Information will be posted on our website http://www.metrolinxengage.com/dsbrt. The website will be updated shortly to include the latest information on the project, including the information we are presenting at our upcoming public events on November 18th, 19th and 20th.

Please let me know if you have any additional questions

Thanks,
Kristin

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: November-04-19 1:02 PM
To: DSBRT
Subject: durham-scarboro bus rapid transit

Hello

I own the plaza at [redacted] and would like to know how this project will affect my property. Could you please point me to the website that has the information on that particular project?

Thank you

[redacted]

From: DSBRT
To: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit
Date: November 14, 2019 4:03:41 PM

Hi [redacted]

Thank you for your email. We will add you to the project mailing list.

The Durham-Scarborough Bus Rapid Transit project proposes adding dedicated bus lanes while maintaining existing traffic capacity along Ellesmere Road in the City of Toronto and Highway 2 within Durham Region. An Initial Business Case for the project was published in 2018, which recommended dedicated bus infrastructure to enhance connections between Scarborough Centre, University of Toronto Scarborough, and locations throughout Durham Region.

Alternative routing options along Kingston Road, Highway 2A and Military Trail to connect to the University were analyzed in the Initial Business Case. Ellesmere Road was found to be the preferred option for the following reasons:

- It provides the most direct connection between Downtown Oshawa and Scarborough Centre;
- It maximizes access to the corridor for the existing bus network;
- It provides the biggest benefit in connecting residents and employment to the wider transit network now and into the future; and
- It supports future rapid transit expansion within Scarborough.

TTC and DRT already operate frequent service along the corridor today. The BRT project aims to reduce conflicts between all road users, while benefiting residents by improving transit service through this section of Scarborough.

We encourage you to come out to the consultation events next week, to learn more about the project and speak to members of the project team.

Best,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: November-10-19 1:33 PM
To: DSBRT
Subject: Durham-Scarborough Bus Rapid Transit

Dear Kristin,

I received notice of meeting. Can you add us to mailing list and provide information on Ellesmere portion.

We live at [redacted], south east corner first drive and at moment can not safely exit drive and buses stop in non designated area in front of house.

I would like to know reason Ellesmere a residential street was chosen instead of continuing on Highway 2, Kingston Rd. The buses are destroying a quiet community, and remove atmosphere for neighbourhood and walking.

Thank you,
[redacted]

From: Lee Caragiale
To: Hailey McWilliam; Margaret Parkhill
Cc: Hopper, David; Darcy Wiltshire; Kristin Demasi
Subject: DSBRT - request to be removed from mailing list
Date: November 12, 2019 11:35:15 AM

FYI

From: [redacted]
Sent: November-12-19 11:34 AM
To: DSBRT
Subject: RE: Notice of Public Information Centre #2 - Durham-Scarborough Bus Rapid Transit Project

Please remove me from the mailing list. I could be listed under:

[redacted]

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: November 8, 2019 10:27 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Notice of Public Information Centre #2 - Durham-Scarborough Bus Rapid Transit Project

You are invited to attend Public Information Centre (PIC) #2 for the Durham-Scarborough Bus Rapid Transit project.

We are working to improve transit infrastructure along Highway 2 and Ellesmere Road connecting Scarborough to downtown Oshawa in Durham Region. This project builds on the Initial Business Case (completed 2018) and will include a Preliminary Design Business Case and follow the Transit Project Assessment Process (TPAP). As part of this process, the project team is currently working on pre-planning activities, which include consultation and completing technical studies.

We invite you to attend the upcoming public meeting to learn more about the project, as well as the technically preferred option for five constrained areas along the corridor:

- Ellesmere Road from Military Trail to Meadowvale Road
- Ellesmere Road from Meadowvale Road to Kingston Road
- Pickering Village from Elizabeth Street to Rotherglen Road
- Downtown Whitby from Frances Street to Garden Street
- Downtown Oshawa from Thornton Road to Simcoe Street

There are six opportunities to learn more about the project. The format will be a drop-in session where project team members will be available to answer questions and collect feedback. Presentations, followed by a question and answer period, will be held at select

venues. More information can be found in the attached Notice.

The project team hosted the first round of events in Oshawa, Whitby, Ajax and Pickering in June 2019 and Scarborough in September 2019. Information from the first round of events is available on the project website: https://www.metrolinxengage.com/dsbrt

The **Durham-Scarborough BRT** Project Team
dsbrt@metrolinx.com
www.metrolinxengage.com/dsbrt

Aussi disponible en français.

If you would like to stop receiving communications from the Durham Scarborough BRT Project Team, please reply to this email to let us know. Thank you.
Si vous ne souhaitez pas recevoir de communications de l'équipe du projet Durham-Scarborough BRT, veuillez répondre à ce message. Merci

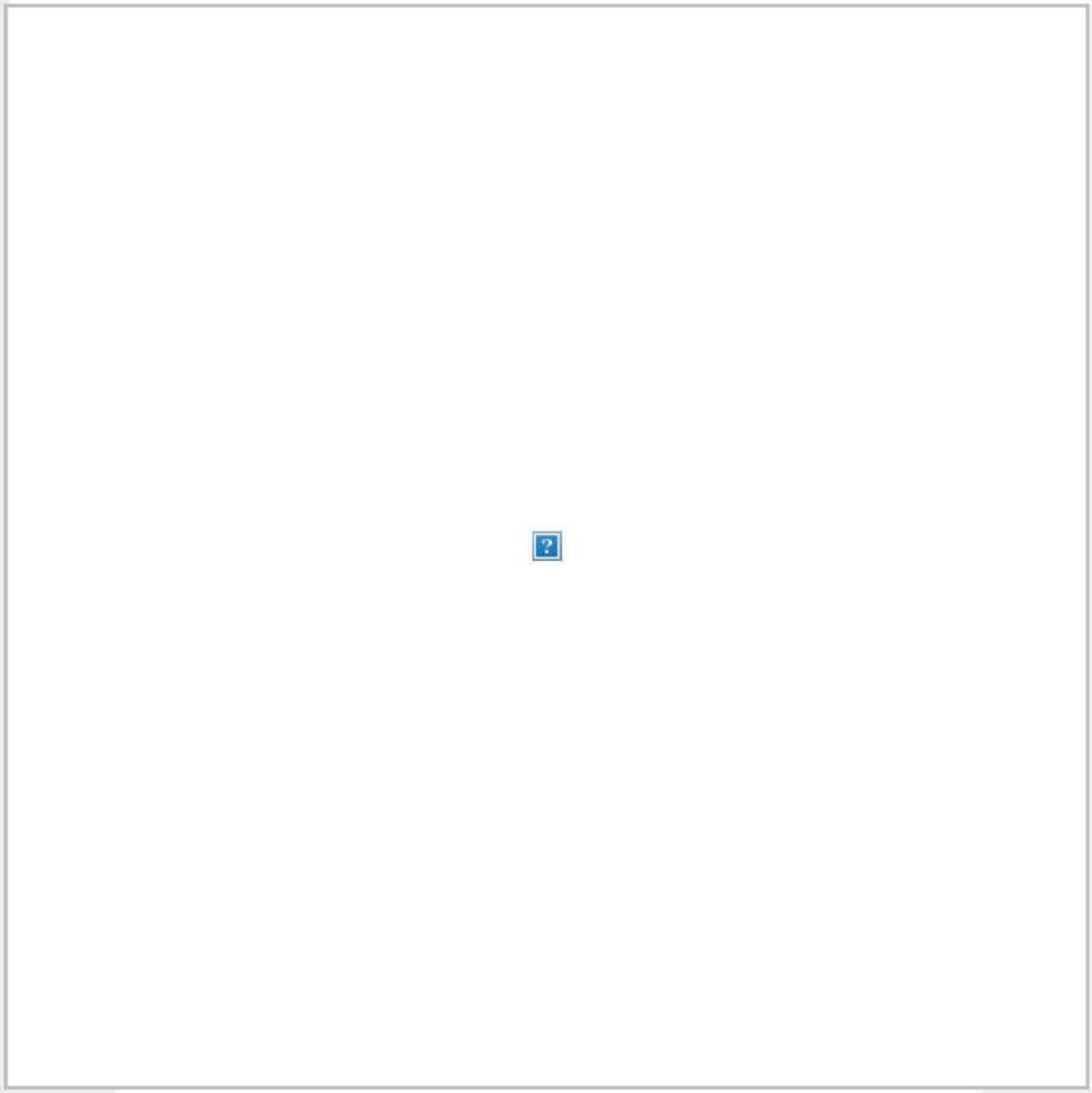
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



From: DSBRT
To: Hopper, David; Margaret Parkhill; Hailey McWilliam; Andrew.Au@toronto.ca; Alan Filipuzzi (Alan.Filipuzzi@toronto.ca)
Subject: FW: Form submission from: Contact the Project Team
Date: November 22, 2019 1:46:48 PM

FYI

From: Metrolinx Engage [mailto:support@76design.com]
Sent: November-21-19 10:04 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Thursday, November 21, 2019 - 10:03
Submitted by anonymous user: 76.10.163.29
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Scarborough-Durham BRT
Message: Support BRT along Ellesmere to UTSC and Durham. Suggest you DO NOT add more lanes between Morning side and STC. It is already six lanes and can accommodate bus/bike lines without widening.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14351

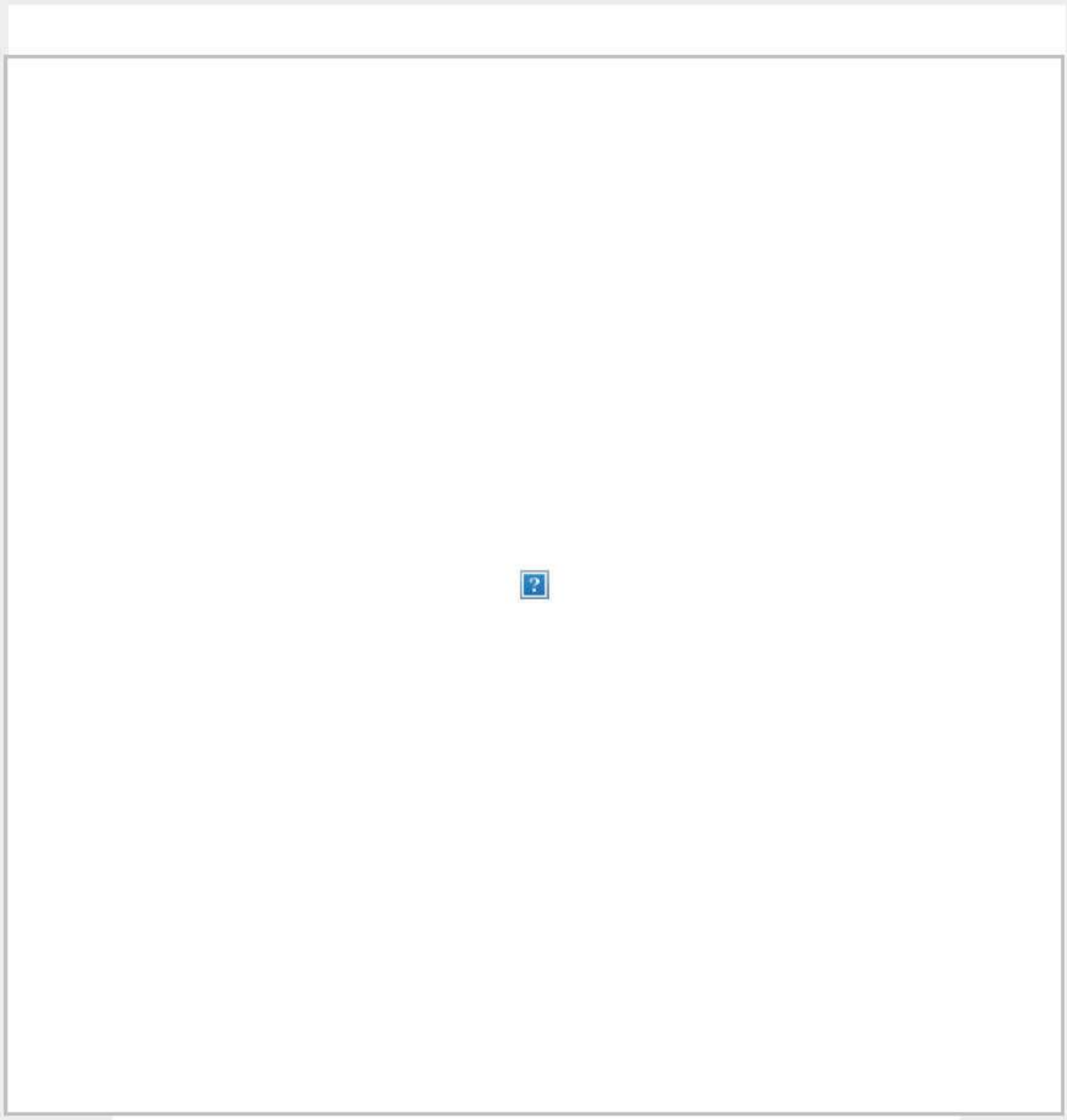
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From: DSBRT
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Contact the Project Team
Date: November 22, 2019 1:45:28 PM

Please add to mailing list

From: Metrolinx Engage [mailto:support@76design.com]
Sent: November-21-19 1:16 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Thursday, November 21, 2019 - 13:15
Submitted by anonymous user: 70.49.143.55
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Whitby leg of planned BRT
Message:
Pls add my name to the mailing list.
Thx

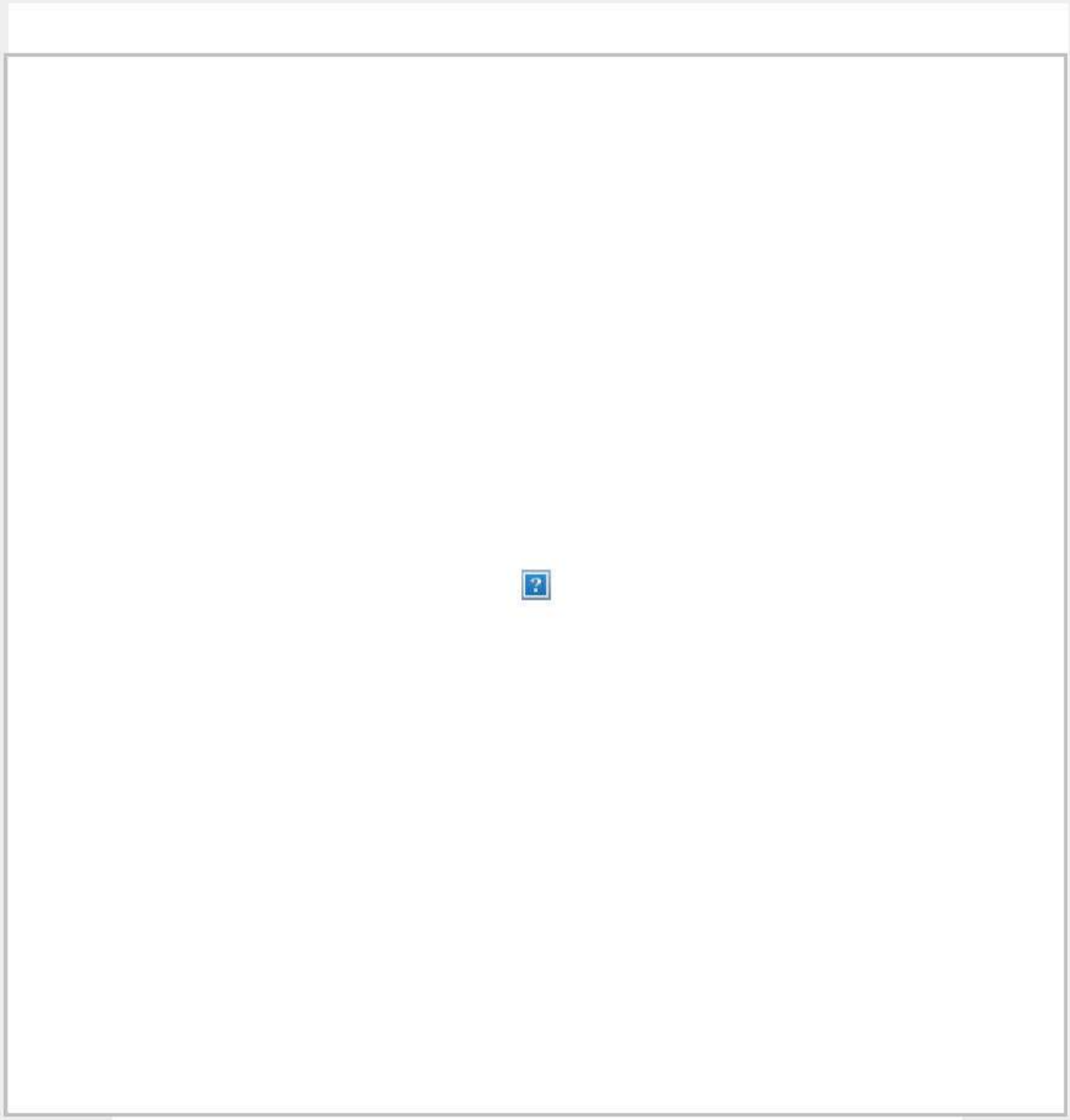
The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14358

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From:	DSBRT
To:	Margaret Parkhill; Hopper, David; Alan Filipuzzi (Alan.Filipuzzi@toronto.ca); Andrew.Au@toronto.ca; Dominic.Ho@ttc.ca; Hailey McWilliam
Subject:	FW: Form submission from: Contact the Project Team
Date:	November 26, 2019 2:59:45 PM

From: Metrolinx Engage [mailto:support@76design.com]
Sent: November-26-19 12:54 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Tuesday, November 26, 2019 - 12:53
Submitted by anonymous user: 198.96.180.245
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Preferred Option for West End of Durham Scarborough BRT
Message:
Hello,

I was not able to attend the 2nd round of public consultations for this project, but I reviewed the materials, and I wanted to provide my feedback on a part of the plan dealing with my local area (Scarborough Centre and McCowan precincts in Toronto).

Out of the 6 options presented for the west end of the BRT corridor, I believe that option 4B presents the best benefit and least disruption to the local community. I live along Grangeway Ave and have read the McCowan Precinct Study, and I believe that a route operating through this precinct will help to maximize convenience for those who live there currently, as well as those who will live in future planned developments, both north and south of the extended Bushby Drive.

My rationale for choosing 4B out of the 4 options through McCowan Precinct are as follow:

Option 2: Grangeway Ave is not wide enough to accommodate transit vehicles, and even with widening, this street does not run through the centre of the precinct.

Option 4A: Similar to Option 2, this alignment does not run through the heart of the precinct, and would offer little added benefit over options 1 or 3.

Option 4C: While this alignment runs through the heart of the precinct, it puts relatively industrial properties between residents south of Ellesmere and the Westbound BRT, and would run directly adjacent to a planned TDSB school along Bushby Dr, east of Parkington North. If walking connections to Ellesmere were improved as part of the project, this may be a good alignment as well.

For these reasons, I believe Option 4B would be best suited to serve the revitalized McCowan Precinct at the west end of the DSBRT corridor.

Best,
[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14402

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From:	DSBRT
To:	Hailey McWilliam; Margaret Parkhill; Hopper, David; Andrew.Au@toronto.ca; Alan Filipuzzi (Alan.Filipuzzi@toronto.ca)
Subject:	FW: Form submission from: Contact the Project Team
Date:	November 28, 2019 2:33:43 PM

From: Metrolinx Engage [mailto:support@76design.com]
Sent: November-28-19 1:14 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Thursday, November 28, 2019 - 13:13
Submitted by anonymous user: 99.238.26.221
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Section from Military Trail to Morningside Avenue, both sides.
Message:
No place to comment on this section on the engage survey.

I have concerns here due to:

Steep embankments, theoretically part of valley lands, though mostly covered with non-native, invasive, dog-strangling vine.

No sidewalk currently on north side of road.

Sidewalk must be added.

Sidewalk on south side is unstreetscaped and unpleasant for pedestrians in current form. Requires buffer from traffic (trees/landscaping), also being on a hill, seating at a mid-point would be desirable.

Digging into hill side would create environmental damage, and one or two very large retaining walls which not only create a hostile condition for pedestrians, but leave no path of escape should a vehicle mount a sidewalk, or from a potential harasser.

Does the intersection treatment address future bike lanes on Morningside Avenue?

Wider crossings at Morningside would be hostile to pedestrians.

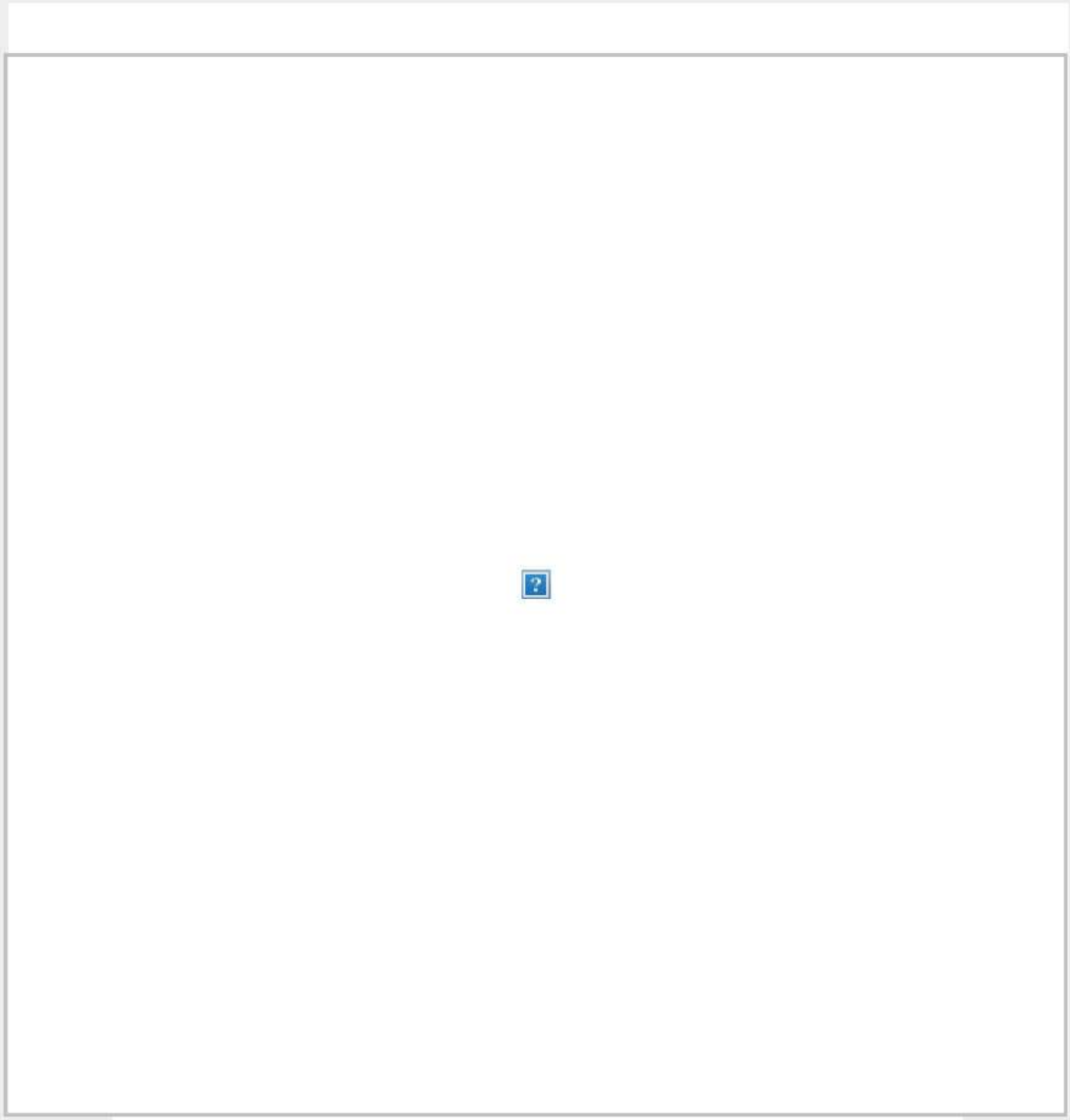
The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14418

Facebook Twitter Instagram

From: Lee Caragiale
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Contact the Project Team
Date: December 4, 2019 10:33:32 AM

FYI

From: Metrolinx Engage [mailto:support@76design.com]
Sent: November-28-19 7:15 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Thursday, November 28, 2019 - 19:15
Submitted by anonymous user: 65.92.203.241
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Email notices re updates and future public events
Message: Please add me to the email list so that I can keep abreast of the latest developments. I am a strong supporter of high speed public transit for the Scarborough Durham Regions.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14422

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DURHAM REGION CYCLING COALITION

Website: durhamsafecycling.ca

Email: [redacted]

Advocating Safe Cycling Throughout Durham Region

Metrolinx
97 Front Street West
Toronto, ON
M5J 1E6

[redacted]

December 5, 2019

Attention: Kristin Demasi, Project Manager

Dear Sir,

Re: Proposed Bus Rapid Transit System, Oshawa to Scarborough

Various members of the Durham Region Cycling Coalition attended the recent open houses in Oshawa, Whitby and Ajax for the public consultation #2. The data on display was very informative and on-hand staff were helpful in responding to questions.

We would therefore like to take this opportunity to reiterate some of the points we raised.

1. The existing bus and bike lane configuration in Ajax and Pickering does not work because vehicles turning right at driveways and traffic lighted intersections ignore or do not see cyclists. We have heard from many individuals that this is the reason they will not use these bike lanes. We have been given to understand that construction modifications will provide cyclists with a protected bike lane and that MTO Book 18 cross rides (conflict paint, cycle traffic lights etc.) will be installed at vulnerable intersections.
2. Due consideration must be given for routing cyclists through the four pinch points. A bike lane that suddenly merges with traffic will only deter cyclists from using them. Multi-use paths or minor detours to quieter, bike friendly streets are options for consideration.
3. Bus stops have been suggested at distances averaging 760 m based on an acceptable pedestrian walking distance of 800 m. Consider also that people will cycle 3 to 4 km to access transit and some form of bike parking at the bus stops should be provided.

In conclusion we fully support the Metrolinx objective of financing and constructing a continuous and safe cycle track along the entire Durham – Scarborough corridor including the known pinch points.

Yours truly,

[redacted]

[redacted]

From:	DSBRT
To:	Margaret Parkhill; Hopper, David; "david.dunn@durham.ca"; Christopher Norris (Christopher.Norris@durham.ca); Hailey McWilliam
Subject:	FW: Comments for proposed Durham-Scarborough Bus Rapid Transit plan
Date:	December 5, 2019 10:18:32 AM
Attachments:	Letter to Metrolinx_BRT_2019-12-04.pdf

From: Durham Region Cycling Coalition [redacted]
Sent: December-04-19 6:17 PM
To: DSBRT
Cc: [redacted]
Subject: Comments for proposed Durham-Scarborough Bus Rapid Transit plan

C/O Kristin Demasi,

Attached are comments from the Durham Region Cycling Coalition (DRCC) regarding the Durham BRT plan. Please let us know if you have any questions regarding our feedback.

Thank you, DRCC

From: Margaret Parkhill
To: [redacted]
Cc: DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David
Subject: Durham-Scarborough Bus Rapid Transit - Response to Comment Sheet
Date: January 13, 2020 12:49:35 PM

Hi [redacted]

Thank you for attending the second Durham-Scarborough Bus Rapid Transit Public Information Centre. We received your comment sheet that contained a question about GO bus service along the Highway 2 corridor.

While GO bus routes are frequently reviewed to optimize service, there are currently no plans to remove GO bus service from Highway 2 or discontinue service to Scarborough Centre. The GO buses will be able to use the proposed dedicated transit lanes, which will increase reliability and decrease travel time.

More information is available on the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit. You can also view and comment on the proposed bus stop locations at https://www.dsbrtmap.ca/

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have added you to the project mailing list to receive future updates about the study.

Regards,

Margaret Parkhill, P. Eng.
Consultant Project Manager

From: Margaret Parkhill
To: [redacted]
[redacted]; DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David
Subject: Durham-Scarborough Bus Rapid Transit - Stop placement
Date: January 13, 2020 12:50:57 PM

Hi [redacted]

Thank you for attending the second Durham-Scarborough Bus Rapid Transit Public Information Centre. We received your comment sheet that contained a question about bus stop locations and concern for their potential to block vision.

At each intersection, the concrete platform for the bus stop and shelter will be placed close enough to the intersection to make transfers between transit services easy. At each stop, we will review the platform placement. The shelters will be designed and placed to maintain sightlines between all road users.

More information is available on the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit. You can also view and comment on the proposed bus stop locations at https://www.dsbrtmap.ca/

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have added you to the project mailing list to receive future updates about the study.
Regards,

Margaret Parkhill, P. Eng.
Consultant Project Manager

From:	Margaret Parkhill
To:	paul@swarchitects.com
Cc:	DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David
Subject:	Durham-Scarborough Bus Rapid Transit - Potential for property impacts
Date:	January 13, 2020 12:56:23 PM

Hi [redacted]

Thank you for attending the second Durham-Scarborough Bus Rapid Transit Public Information Centre, and taking the time to talk with the project team. Your input to the process is appreciated. We understand your concern regarding potential property impacts at [redacted] and funding timelines.

Regarding potential property impacts, these are not yet defined. First, the project team will confirm the preferred option for Ellesmere Road between Meadowvale Road and Kingston Road. The preferred option will be selected based on public and stakeholder feedback from the second round of consultation, as well as the technical studies completed to date. Next, the project team will begin the design process, which will include consideration of potential property impacts. Where possible, the footprint will be reduced to minimize property impacts as a first step. The project team will contact impacted property owners to discuss potential impacts, once they are better understood.

The project has not yet received a full financial commitment for construction. As part of this project, a Preliminary Design Business Case will be developed. The Preliminary Design Business Case will be submitted to the Treasury Board, which is the next step towards securing funding for procurement and construction. Note the earliest construction could start is 2025.

More information is available on the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit. You can also view and comment on the proposed bus stop locations at https://www.dsbrtmap.ca/

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have added you to the project mailing list to receive future updates about the study.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

From: Margaret Parkhill
To: [redacted]
Cc: DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David
Subject: Durham-Scarborough Bus Rapid Transit - Pinch points
Date: January 13, 2020 12:59:53 PM

Hi [redacted]

Thank you for attending the second Durham-Scarborough Bus Rapid Transit Public Information Centre. We received your comment sheet that contained a question about the preferred option for the pinch points and funding for the BRT service.

The project team is currently determining the preferred option for the pinch points presented at the meeting. The preferred option will be selected based on public and stakeholder feedback from the second round of consultation, as well as the technical studies completed to date. Once the preferred option is selected, the project team will begin the preliminary design, to be presented at the third round of public meetings planned for spring 2020.

The project has not yet received a full financial commitment for construction. As part of this project, a Preliminary Design Business Case will be developed. The Preliminary Design Business Case will be submitted to the Treasury Board, which is the next step towards securing funding for procurement and construction. The earliest construction could start is 2025.

Frequent bus service is currently provided by TTC and DRT along this corridor today which will continue to operate as BRT service once the infrastructure is implemented. Any additional operating and maintaining services will be determined at a future stage in the project.

More information is available on the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit. You can also view and comment on the proposed bus stop locations at https://www.dsbrtmap.ca/

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have added you to the project mailing list to receive future updates about the study.

Regards,
Margaret Parkhill, P. Eng.
Consultant Project Manager

From: Margaret Parkhill
To: [redacted]
Cc: DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David
Subject: Durham-Scarborough Bus Rapid Transit - Travel time
Date: January 13, 2020 1:01:44 PM

Hi [redacted]

Thank you for attending the second Durham-Scarborough Bus Rapid Transit Public Information Centre. We received your comment sheet that contained a question about the future travel time of the Durham-Scarborough Bus Rapid Transit system.

Travel time will be dependent on the number of stops and the alignment of the Bus Rapid Transit system, which are still being determined. The Initial Business Case, completed in 2018, determined that the average transit trip along this corridor will save about 9 minutes, with longer trips saving more time.

More information is available on the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit. You can also view and comment on the proposed bus stop locations at https://www.dsbrtmap.ca/

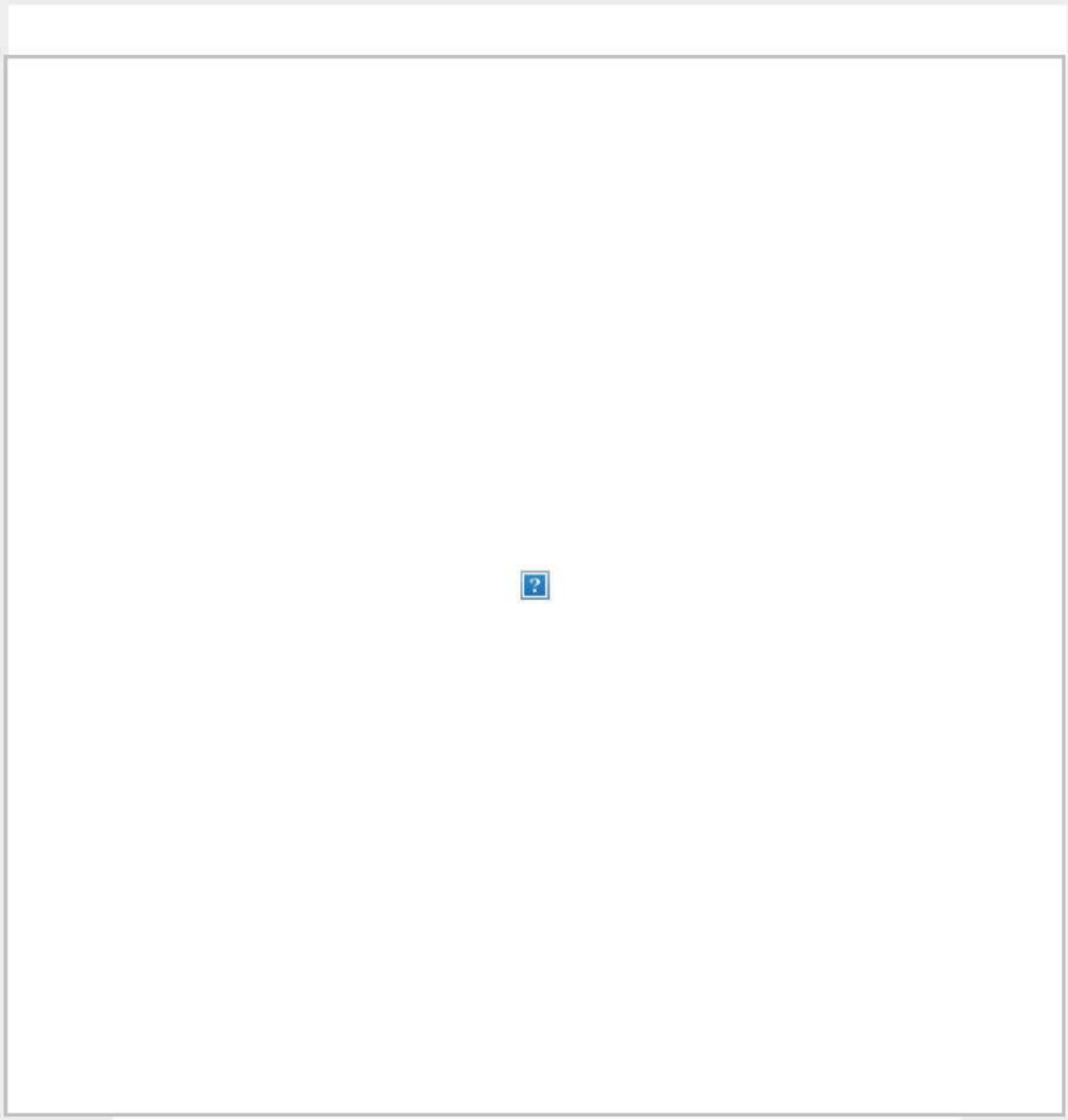
Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have added you to the project mailing list to receive future updates about the study.

Regards,
Margaret Parkhill, P. Eng.
Consultant Project Manager

From: DSBRT
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Contact the Project Team
Date: March 19, 2020 1:36:31 PM

[redacted]

From: Metrolinx Engage via Metrolinx Engage [mailto:support@76design.com]
Sent: March-10-20 1:33 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Tuesday, March 10, 2020 - 13:33
Submitted by anonymous user: 72.139.28.78
Submitted values are:

Your name: [redacted]
[redacted]
[redacted]
Message: we are very concerned that your plan is to cut off access to our property. As well as retail business, our site has been approved for a residential development of between 150- 175 units. A bus line down the middle of the road will have a negative effect, and the existing stoplight at the east end of our site will have lost much of its purpose. My phone number is [redacted].

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14956

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Road designs for Durham-Scarborough BRT
Date: March 16, 2021 12:51:41 PM
Attachments: image001.png

[redacted]

From: [redacted]
Sent: Tuesday, March 16, 2021 12:35 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Road designs for Durham-Scarborough BRT

Hi Lee,

Thanks for the information!

Thanks,

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: March 16, 2021 11:30 AM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Road designs for Durham-Scarborough BRT

Hi [redacted],

There have been no further design changes at the [redacted] location since we publicly shared our preliminary design in fall 2020. You will find details and drawings at this link: https://www.metrolinxengage.com/en/content/toronto-west-turn-around

Thank you,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

From: [redacted]
Sent: March 11, 2021 2:49 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: [redacted]
Subject: RE: Road designs for Durham-Scarborough BRT

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Lee,

Just following up to see if you have had a chance to look into our request mentioned below regarding the DSBRT at [redacted] location?

Thanks,

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: March 2, 2021 1:04 PM
To: [redacted]
Subject: RE: Road designs for Durham-Scarborough BRT

H[redacted]

Apologies for the delay. I have received your email and will get back to you as soon as possible on

your question.

Thank you,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

From: [redacted]
Sent: February 24, 2021 11:48 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc [redacted]
Subject: RE: Road designs for Durham-Scarborough BRT

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Hi Lee,

I am just following up to see if you have been able to looking into our request mentioned below regarding the Durham-Scarborough BRT at the [redacted] location?

Thanks,

[redacted]

From: [redacted]
Sent: February 18, 2021 9:40 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc [redacted]

Subject: FW: Dundas Street BRT

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Hi Lee,

This is [redacted]. We've been retained to provide transportation services in relation to a mixed-use project along the Kingston Road BRT corridor. I sent an email requesting information from Kristin (below), but understand she's away from the office until the Spring.

I was wondering if you're able to assist with our request below.

If you have any questions – please feel free to reach out.

Thanks,

[redacted]

From: [redacted]
Sent: February 18, 2021 9:32 AM
To: 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>
Cc: [redacted]
Subject: RE: Dundas Street BRT

Hi Kristin,

Hope you're keeping well. [redacted] along the planned BRT corridor once more for another file along Kingston Road opposite [redacted] As part of this project we're looking at designs for this intersection in the near and long term (when the BRT is completed). The intersection today is unsignalized and is contemplated to be signalized as part of the development application.

The City has asked us to prepare a functional plan that reflects and ties into planned BRT design. Are you able to provide any road design information for the planned BRT in this area?

Always happy to chat if it's easier to discuss over the phone. [redacted]

Thanks for your help.

[redacted]

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: April 28, 2020 5:08 PM
To: [redacted]
Subject: Re: Dundas Street BRT

Hi [redacted]

Thanks for getting in touch. We are currently working on the preliminary design (20%) for the section and hope to have something in the next couple of months to share.

Our current recommendations for that area can be found on the PIC material from November 2019

https://www.metrolinxengage.com/sites/default/files/ds_brt_pic2_boards_191115.pdf

We are currently recommending a 6 lane cross section with median bus lanes west of lake ridge road, and curbside lanes east of lake ridge road- but the final design option will be dependent on the preferred designs for Pickering village and downtown Whitby. We are working on finalising these with municipal and regional staff in the next couple of months.

There is also a draft bus stop list on this website as well- Des Newman is a proposed location

https://www.dsbrtmap.ca/

hope that helps a little. I can also let you know when we have more definitive plans

Thanks

Kristin

Kristin Demasi

416 458 4521

From: [redacted]
Sent: Monday, April 27, 2020 4:51 PM
To: Kristin Demasi
Subject: Dundas Street BRT

Hi Kristin,

This is [redacted] I received your email address in relation to the Dundas BRT. My apologies for the cold-call type email. I'm hoping to find some more information on this project.

I'm working on a development application on Dundas immediately [redacted]. It's still in early stages and we're getting information on the surrounding roads and what the cross-sections / right-of-ways will be like in the future. I'm not sure how far the Dundas BRT design has progressed, but I was wondering if Metrolinx has preliminary design plans available?

The site I am working on is a proposed seniors home at the future intersection of [redacted]

Thanks in advance! I appreciate any assistance you can provide on this.

[redacted]

From: Margaret Parkhill
To: Hailey McWilliam
Subject: FW: Covid-19 Centre st road construction 20 Centre St N Oshawa Wilson Furniture
Date: May 8, 2020 12:18:10 PM

Please track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: David Dunn [mailto:David.Dunn@Durham.ca]
Sent: Friday, May 8, 2020 12:03 PM
To: 'Kristin.Demasi@metrolinx.com' <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>
Subject: FW: Covid-19 Centre st road construction 20 Centre St N Oshawa Wilson Furniture

Kristin,

Below is an email from one of the business owners in downtown Oshawa, comments were made about our DS BRT study.

Thanks,
Dave

From: [redacted]
Sent: Friday, May 08, 2020 10:21 AM
To: Andrew Janes <Andrew.Janes@durham.ca>
Subject: Covid-19 Centre st road construction 20 Centre St N Oshawa Wilson Furniture

Hi Andrew,

> Thank you very much for speaking with me last week (May 1, 2020).
> As we discussed, your group is working on plans for major reconstruction of [redacted]
>
> I shared with you my concerns of the impact covid -19 is having on my business ,and of course, most of the others in Downtown Oshawa. After almost 2 months , and with no re-opening date at the writing of this email, we are struggling to meet our commitments. Yesterday ,I participated in an industry webinar that is predicting up to 40% of smaller furniture businesses will not re-open or be forced to close. I understand the impact is similar with many retail operators , restaurants , and services.
>
> We are anticipating a minimum of 2 years to crawl out of the deep recession that we have entered . Consequently, I wanted to share my concerns regarding plans for any

major construction that will further interrupt our business during a time that we will struggle to survive.

I fully understand the need to update our services. I would very much appreciate that the Region, and the City of Oshawa, would provide meaningful consultations with all the affected businesses **prior** to making design or construction decisions. Further, unless there are emergency repairs, we would appreciate construction dates to be deferred to a time when the economic conditions improve .
My concerns include timing of construction ,the ability for continued traffic flow during construction, and most importantly, the preservation of metered parking. Convenient on street Parking has been an ongoing concern here in Downtown, and any loss of metered street parking is a blow for storefront businesses.

We also discussed Metrolinks plans to study bus routes along Simcoe Street and other downtown routes. Once again, any loss of parking for "express" lanes is another strike against business survival.

I would very much appreciate if you could forward this note with my thoughts to your group, and the Region and City's works committees and Metrolinks . I will also reach out to them with my comments and suggestions.

With open consultation and communication, I am sure the planned projects will proceed smoothly to the benefit of everyone involved.

Sincerely ,

[redacted]

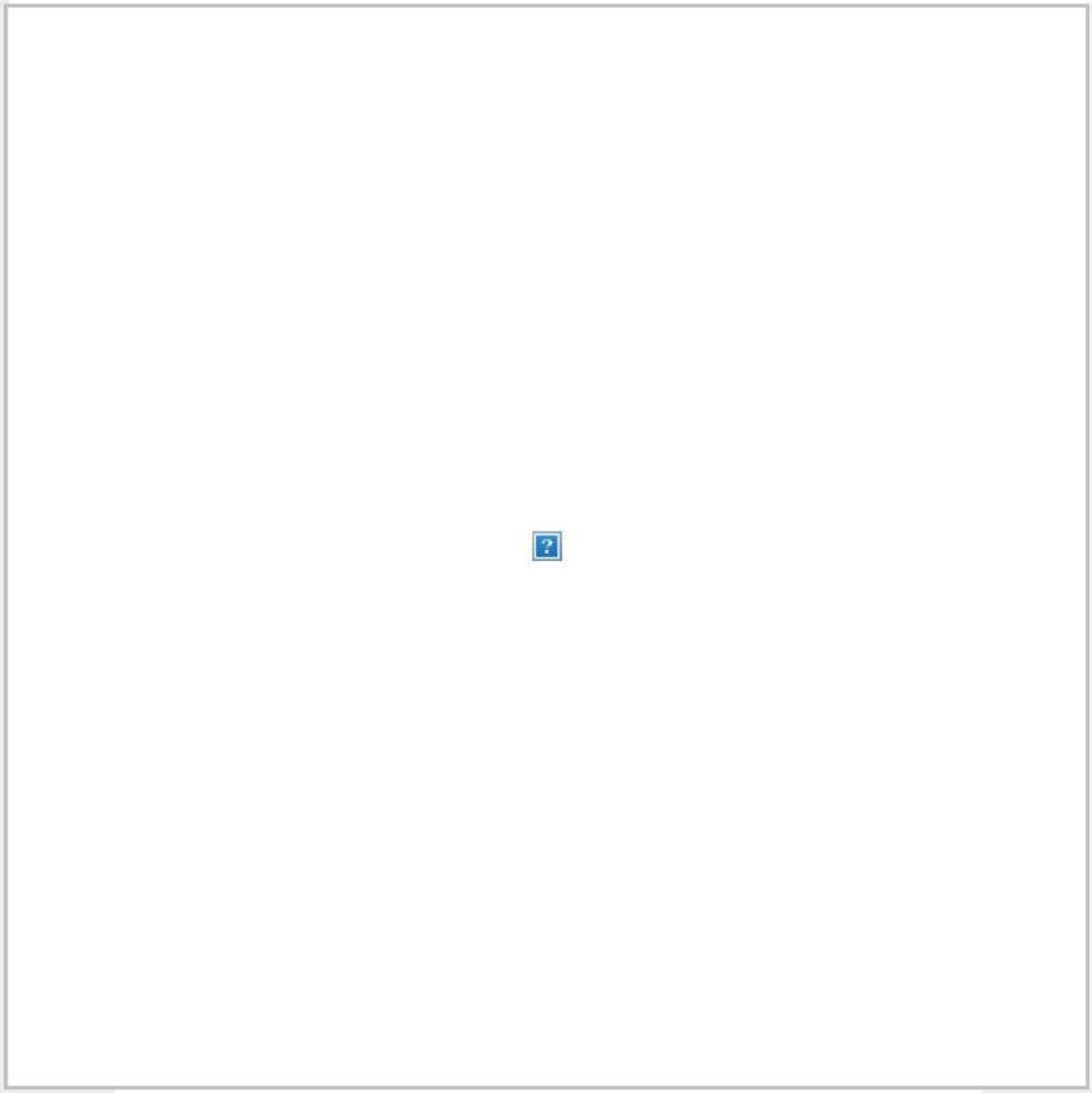
Sent from my iPad

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From: DSBRT
To: Margaret Parkhill; Hailey McWilliam; Hopper, David
Subject: FW: Form submission from: Contact the Project Team
Date: June 11, 2020 3:34:27 PM

[redacted]

From: Metrolinx Engage via Metrolinx Engage [mailto:default@metrolinxengage.com]
Sent: May-28-20 5:27 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Thursday, May 28, 2020 - 17:27
Submitted by anonymous user: 70.48.28.187
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Durham-Scarborough Bus Rapid Transit
Message:
Hello, what is the current status of this project?
Considering the significant reduced Metrolinx ridership since the onset of the Covid-19 crisis and the Durham Pulse buses running with just a a few passengers on board (and buses running from Scarborough U of T campus along Ellesmere Road were never full to begin with), may I assume that this project has been suspended?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/15303

Facebook Twitter Instagram

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[redacted]

Subject: RE: Office of MPP Vijay Thanigasalam - BRT issue

From: [redacted]
Sent: Monday, June 22, 2020 11:26 AM
To: Thanisgasalamco, Vijay; councillor_mckelvie@toronto.ca
Subject: Proposed Changes for Highland Creek

It was with profound sadness and dismay when we read the June/July issue of the Villager to learn that our beautiful village is to be decimated by high rise buildings on our eco-sensitive Highland Creek Ravine, a Bio Gas plant emitting noxious fumes and a grossly unnecessary Metrolinx plan to destroy a section of Ellesmere Road from Military Trail to Meadowvale Road.

We don't know of any other residential area of Toronto having this kind of structure running through it. Emergency Response vehicles would be severely restricted in reaching their destinations. The damage will be enormous both for residents and our community. We cannot comprehend the justification of spending millions of taxpayer dollars to create an entirely unnecessary bus service. The Pulse and Metro buses provide very adequate service for the handful of people using this route.

We elect politicians to look out for our interests and speak out to support our concerns and we look to you to carry out our wishes and vote AGAINST all three of these proposals.

We have lived in Highland Creek for 53 years and have always enjoyed its uniqueness and treed beauty. We look forward to your favourable reply.

Sincerely,

[redacted]

Sent from my Bell Samsung device over Canada's largest network.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

Subject: RE: Office of MPP Vijay Thanigasalam - BRT issue

From: [redacted]
Sent: Monday, June 22, 2020 10:48 AM
To: Thanisgasalamco, Vijay
Subject: Metrolinx on Ellesmere

I am writing to register opposition to the current proposal as it stands with 7 lanes from Military Trail to Meadowvale and 5 lanes to the east end of Ellesmere. I hope that further discussions will be held when Covid19 restrictions are lifted.

The frequency of the buses, the concrete barrier which will limit left turns and loss of trees and possible expropriation of some portions of property are all deeply concerning.When will environmental assessments be completed to assess the potential impact?

I walk along most of this stretch of Ellesmere to visit my mother in long term care and am aware that the Pulse buses are frequently travelling far in excess of the speed limit.

(This concern has been voiced to their office) Even before the pandemic, the ridership along this stretch has been very sparse. What objective evidence is there to demonstrate the need for such a high frequency line? (6am -2 am every 5 minutes or up to 2 minutes if there is demand)

I heartily endorse alternative forms of transportation including walking, biking and transit but feel that this has not been investigated thoroughly.

I look forward to your response.

From: Hailey McWilliam
To: [redacted]
Subject: FW: Metrolinx Bus Rapid Transit Plan
Date: August 16, 2020 5:03:20 PM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 14, 2020 6:05 PM
To: [redacted]
Subject: RE: Metrolinx Bus Rapid Transit Plan

Good Afternoon,

Thank you for your recent enquiry regarding an update of the Durham-Scarborough Project. The design and technical studies are still continuing and we are planning the third round of consultation for Fall 2020. This event will be online only, as per the current public health guidelines around COVID-19. All material will be available on our website at www.metrolinxengage.com/dsbrt. Please continue to look at this website for project updates and information.

At this meeting we will present the findings of the technical work underway including:

- EA study information
- Functional design details – including renderings of the proposed solutions
- Technical studies including traffic analysis

Thank-you
The Durham-Scarborough Project Team

From: AJG [mailto:[redacted]
Sent: June-24-20 2:38 PM
To: DSBRT
Subject: Metrolinx Bus Rapid Transit Plan

Hello, could you please provide me with a status update on this proposed plan?

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam RE: BRT
Date: July 9, 2020 2:38:14 PM

[redacted]

Hailey McWilliam MCIP, RPP

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From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Thursday, July 09, 2020 1:37 PM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Office of MPP Vijay Thanigasalam RE: BRT

Hi [redacted]

Thank you for your feedback on the proposed Durham-Scarborough BRT project. Your comments are with the project team for review. We understand there are concerns from some residents about the design options for the project along Ellesmere Rd. The project is in the planning and preliminary design phase and we are continuing work on technical areas including traffic and transit operations, and road design and will bring forward that information when it is available.

In the meantime, please check the Durham-Scarborough BRT website for information as it becomes available
www.metrolinxengage.com/dsbrt

or reach out directly to the project team at
dsbrt@metrolinx.com

Thank you,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: Sunday, June 28, 2020 11:33 AM
To: Thanigasalam, Vijay
Subject: BRT

Hello Mr. Thanigasalam , This email is in regards to the proposed BRT Ellesmere Transit Plan . I have lived at the corner of [redacted] for 32 years. [redacted] This part of the city is very quiet because the area is low density. Also because Meadowvale Rd is interrupted at Kingston Rd. There is not a lot of through traffic. Ellesmere Rd. Is NEVER congested it is the end of the TTC run. The westbound Durham traffic is also very light at all times. There is very little commercial property in the area , so consequently all traffic is local. I think widening the Ellesmere Rd. Section would be a total waste of money. At most you would gain only a couple of minutes of travel time , if any. If you really want to reduse congestion in the area, the the stretch of Steeles Ave. between 10th Line and Markham Rd could be opened to 2 lanes in each direction . I know this has nothing to do with Metrolix , but would be money well spent . This may already be a consideration for future expansion . To reiterate , the tranquillity and integrity of the Highland Creek area would be compromised for no actual benifit . It kind of reminds me of the city building all the bicycle paths to appease the electorate . I am all for the paths as I an avid cyclist . The only problem is that a lot of the paths don't connect to each other . Sounds good on paper , all the new kilometres of paths . Thanks [redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Durham-Scarborough BRT
Date: July 2, 2020 11:51:25 AM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Thursday, July 02, 2020 10:09 AM
To: [redacted]
Subject: RE: Durham-Scarborough BRT

Hi [redacted]

The planning and preliminary design for Durham-Scarborough Bus Rapid Transit project is proceeding. The Highway 2 and Ellesmere Road corridor is a crucial transportation link across Scarborough and Durham Region.

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. We continue to plan for a higher capacity form of transit to link communities and employment on both sides of the Toronto-Durham boundary. While travel patterns have changed as a result of COVID-19, transit remains an essential service and is required for those who do not have a vehicle or cannot drive. You can read more about how Metrolinx is keeping people safely moving and continuing work on the Metrolinx blog (https://blog.metrolinx.com/2020/03/13/metrolinx-releases-latest-update-while-responding-to-covid-19-pandemic/).

The importance of transit has been echoed by the Province's recent actions, which declared transit is critical infrastructure. Current to May 11, 2020, the Province confirmed planning for transit capacity can proceed: "Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation, energy and justice sectors beyond the day-to-day maintenance." https://www.ontario.ca/page/guidance-construction-and-demolition-activity-during-covid-19-pandemic

You can read more about the benefits of the Durham-Scarborough Bus Rapid Transit in the Initial Business Case completed in 2018 (http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-01-24-DSBRT_Final-for-Publication_updated.pdf).

For more information on the current stage of Durham-Scarborough Bus Rapid Transit, please visit the project website, at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit.

Regards,
The DSBRT Project Team.

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam RE: The Battle FOR Highland Creek
Date: July 23, 2020 1:34:25 PM

[redacted]

Hailey McWilliam BES

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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-----Original Message-----
From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Thursday, July 23, 2020 1:31 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david hopper@parsons.com>; Hailey McWilliam <hailey mcwilliam@ibigroup.com>
Subject: FW: Office of MPP Vijay Thanigasalam RE: The Battle FOR Highland Creek

[redacted]

-----Original Message-----
From: Borovilos, Tas [mailto:tas.borovilos@pc.ola.org]
Sent: July-23-20 12:54 PM
To: Wilson, Juliana (MTO); Theresa Tran; DSBRT
Subject: FW: Office of MPP Vijay Thanigasalam RE: The Battle FOR Highland Creek

Good afternoon.

For your review and files.

Hope you're having a great day!

Tas

-----Original Message-----
From: [redacted] <[redacted]
Sent: July 23, 2020 11:40 AM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: Re: Office of MPP Vijay Thanigasalam RE: The Battle FOR Highland Creek

Yes, you have my permission to forward my concerns to Metrolinx and the Ministry of Transportation.
I have read the VOLUMES of information from Metrlolinx and while it is obvious that a lot of studies have been done, it is still obvious to me that we of Highland Creek are being subjected to this proposal for the benefit of the people from Durham and Oshawa and the detriment of all the people currently residing on Ellesmere Road who will lose a lot of the front of their property and the mature trees, not to mention the inconvenience of having to go out of their way just to get out of their driveway and go to another location to turn around. With the buses coming so frequently, their houses now closer to the road and lower property values, how will that benefit the residents of Ellesmere Road?
Since Highland Creek is the last “village” in Toronto, why are we not preserving this privilege instead of destroying it?
Thank you for previously answering my concerns and feel free to forward this letter to Merolinx and the Ministry of Transportation as well.

[redacted]

> On Jul 14, 2020, at 2:12 PM, Borovilos, Tas <tas.borovilos@pc.ola.org> wrote:
>
> Good afternoon [redacted]
>
> Hope you're keeping well.
>
> I have brought your concerns to the attention of MPP Vijay Thanigasalam.
>
> Do I have your permission to send your email to Metrolinx and Ministry of Transportation Staff?
>
> With respects to the BRT please see attached for your review the Public Information Centre (PIC) presentation from last fall:
>
> https://www.metrolinxengage.com/sites/default/files/ds_brt_pic2_boards_191115.pdf
>
> I have also attached the presentation that was shared with the Highland Creek Association recently. The deck prepared for the PIC has more of a general overview of the project which may be helpful to be able to you in your viewing the project as a whole.
>
> Additional information on the project can be found on our Metrolinx Engage website:
>
> https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit
>
> For inquiries and feedback, you can also reach out directly to:
>
> Further, Metrolinx advised us recently that they were planning to undertake a Public Information Centre in Spring 2020, however it was delayed due to COVID-19 restrictions. At this time they're planning to hold this Public Information Centre later in 2020, as well as additional consultations in 2021 The technical studies are still underway and Metrolinx will share them as information becomes available.
>
> Should you wish to send us your questions and concerns to our office after reviewing the presentation please feel free to do so and we would be more than happy to follow-up with the Ministry and Metrolinx directly on your behalf.
>
> As always we will certainly share new information with constituents once it becomes available.
>
> Regards,
>
> Tas Borovilos
> Case Manager
> Office of MPP Vijay Thanigasalam

> Scarborough - Rouge Park
> 416-283-8448
>
>
> _____
> From: [redacted]
> Sent: Sunday, July 05, 2020 3:33 PM
> To: Jennifer McKelvie; Thanigasalam, Vijay
> Subject: The Battle FOR Highland Creek
>
> I'm contacting you regarding the proposed BRT system for Ellesmere. I'm finding it very hard to even imagine that this considered!
> Some background of my family:
> I have lived in highland creek since 1963 - first with my parents and then again after I married.
> We have seen Highland Creek's "single family, large lots" Plan slowly change to smaller lots and townhouses (as many as builders can get away with on lots next to larger homes with no regard for the original owners.) We actually have townhouses built behind us at least six feet higher than our lot where they had to put in a large retaining wall.
> Now I'm hearing about a seven lane highway proposed for Ellesmere where we now have adequate busing! Again, with no regard for the present homeowners! Why do we let outside planners dictate to our communities what THEY want?
> Please do not approve this. It will destroy our unique village of Highland Creek.
>
> [redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team DSBRT
Date: July 8, 2020 11:13:38 AM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
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From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: Wednesday, July 08, 2020 11:00 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Cc: Piruthuvi Thurairajah <Piruthuvi.Thurairajah@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>; Becca Nagorsky <Becca.Nagorsky@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: FW: Form submission from: Contact the Project Team DSBRT

[redacted]

From: Metrolinx Engage via Metrolinx Engage [mailto:default@metrolinxengage.com]
Sent: July-07-20 8:26 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Tuesday, July 7, 2020 - 20:26
Submitted by anonymous user:
2607:fea8:329f:f269:852c:cec3:1562:b5e6
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: In Support of Metrolinx Bus Rapid Transit Plan in Highland Creek, Scarborough
Message:
From: [redacted]
Sent: June 28, 2020 9:06 PM
To: Vijay Thanigasalam ; Councillor McKelvie ;
[redacted]
Subject: In Support of Metrolinx Bus Rapid Transit Plan in Highland Creek

Friends,

We are in full support of the Metrolinx Bus Rapid Transit Plan along Ellesmere Avenue in Highland Creek (my neighbourhood).

This plan will greatly make it much easier for students from the Durham Region to access the University of Toronto, Scarborough, without having to drive a motor vehicle.

We the residents will also be able to get around easily without having to resort to using our vehicles all the time.

The plan will also make it easier to travel to the Scarborough Town Centre via this direct route, as the only direct TTC route has to be connected at Ellesmere Road/Military Trail – too much of a long walk for us seniors to get to that intersection.

We cannot and should not be afraid of change/progress. Too often, people resist change because of fear, not facts. That is why we still don't have a proper Rapid Transit system from the Kennedy Station to the UTSC.

May I remind you that this should have been in place in time for the 2015 Pan-American Games.

Thank you, kindly.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/16154

Facebook Twitter Instagram

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx BRTP
Date: July 23, 2020 11:38:03 AM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

Logo

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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Thursday, July 23, 2020 11:33 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Hopper, David <david.hopper@parsons.com>
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx BRTP

[redacted]

From: Borovilos, Tas [mailto:tas.borovilos@pc.ola.org]
Sent: July-21-20 3:35 PM
To: Juliana.Wilson@ontario.ca; Theresa Tran; DSBRT
Cc: Anton, Anetes
Subject: Office of MPP Vijay Thanigasalam - RE: Metrolinx BRTP

Good afternoon Juliana and Theresa.

Please see attached concerns below from a constituent in our riding who has asked us to forward to your offices for review:

I received the following note last night from [redacted]

As a resident of the Highland Creek community and a homeowner at [redacted], I am lodging a complaint against the proposed Metrolinx bus rapid transit plan for Ellesmere Rd.

First, there appears to be a compete disregard for the impact this plan will have on a residential community. There are only residential homes on Ellesmere from Military Trail to Highway #2. The various plans will have a huge impact and definitely lower property values. The disruption to our community will be disastrous.

Two, as it stands, the Pulse Buses and even TTC carry virtually no passengers (even before COVID). I don't see the economic reasoning.

Third, there is no consideration for possibly re-routing the buses for what is essentially U of T Scarborough students who live in Durham. Why not have the Pulse buses go down Military Trail to Old Kingston and along Old Kingston, through Highland Creek Village and continue along #2. It might slow the ride a little but, I emphasize, it's only U of T students and there aren't that many people on those buses.

I appreciate the fact that bus transit is important but I don't see any sense in this plan. It's too damaging to the community. The addition of Pulse buses from Durham over the past couple of years has already adversely impacted our neighbourhood and it happened without community input.

You were elected two years ago to speak for the community. I ask that you make your voice heard. Beyond the adverse effect any variations of the Metrolinx BRTP will have on our community, it also makes no economic sense. It's a lose-lose proposition.

I would appreciate some feedback.

Thank you and, as has become the new salutation, "Stay safe."

[redacted]

From: [redacted]
Sent: July-20-20 7:40 PM
To: Borovilos, Tas
Subject: Re: Metrolinx BRTP

Hello Tas

Thank you for your quick response. It's much appreciated.

I've examined the various links and the PDF attachment and feel no better about the plans.

I suggest you communicate this information to the broader community, as the BRTP also affects people living on side streets, not just those of us living on Ellesmere.

Insofar as my earlier e-mail is concerned, please feel free to forward it Metrolinx and Ministry of Transportation staff. I would only ask that you use the Word document attached, as I made a few minor changes to the original e-mail.

Again, thank you and stay safe.

[redacted]

On Monday, July 20, 2020, 01:57:00 p.m. EDT, Borovilos, Tas <tas.borovilos@pc.ola.org> wrote:

Good afternoon [redacted]

Hope you're keeping well.

I have brought your concerns to the attention of MPP Vijay Thanigasalam.

Do I have your permission to send your email to Metrolinx and Ministry of Transportation Staff?

With respects to the BRT please see attached for your review the Public Information Centre (PIC) presentation from last fall:

https://www.metrolinxengage.com/sites/default/files/ds_brt_pic2_boards_191115.pdf

I have also attached the presentation that was shared with the Highland Creek Association recently. The deck prepared for the PIC has more of a general overview of the project which may be helpful to be able to you in your viewing the project as a whole.

Additional information on the project can be found on our Metrolinx Engage website:

https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit

For inquiries and feedback, you can also reach out directly to: dsbrt@metrolinx.com

Further, Metrolinx advised us recently that they were planning to undertake a Public Information Centre in Spring 2020, however it was delayed due to COVID-19 restrictions. At

this time they're planning to hold this Public Information Centre later in 2020, as well as additional consultations in 2021 The technical studies are still underway and Metrolinx will share them as information becomes available.

Should you wish to send us your questions and concerns to our office after reviewing the presentation please feel free to do so and we would be more than happy to follow-up with the Ministry and Metrolinx directly on your behalf.

As always we will certainly share new information with constituents once it becomes available.

Regards,

Tas Borovilos

Case Manager

Office of MPP Vijay Thanigasalam

Scarborough - Rouge Park

416-283-8448

From: Margaret Parkhill
To: dsbrt@metrolinx.com
Cc: Kristin Demasi
Bcc: [redacted]
Subject: Project Update - Durham-Scarborough Bus Rapid Transit
Date: July 29, 2020 1:37:00 PM
Attachments: DSBRT_Newsletter_2020-07-10.pdf

Good afternoon,

Please see the attached newsletter for an update on the Durham-Scarborough Bus Rapid Transit project.
We hope you will join us for the virtual public consultation meetings planned for the Fall.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

JULY 2020

METROLINX



Durham-Scarborough Bus Rapid Transit – Project Update

The planning and preliminary design for the Durham-Scarborough Bus Rapid Transit project is proceeding. The project team is busy completing technical studies to determine potential impacts and propose mitigation measures. Due to COVID-19, the meetings we had planned for Spring 2020 were delayed to Fall 2020. We are planning virtual events, which will allow you to engage with the project and review the preliminary design and technical studies at your convenience.

The pandemic has highlighted the need for reliable public transit. The importance of transit has been echoed by the Province's recent actions, which declared transit as critical infrastructure.

As of May 11, 2020, the Province confirmed planning for transit capacity should proceed:

"Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation, energy, and justice sectors beyond the day-to-day maintenance."

CLICK



TECHNICAL STUDIES UNDERWAY

- Archaeology
- Cultural Heritage
- Fluvial Geomorphology
- Natural Environment
- Noise and Vibration
- Traffic and Active Transportation
- Socio-Economic and Land Use
- Stormwater and Hydraulics

IN ADDITION TO MORE RELIABLE TRANSIT, THIS PROJECT INCLUDES:

- Improved operations for TTC, DRT and GO buses.
- Enhanced transit stops with passenger amenities.
- New active transportation facilities, including wider sidewalks and cycling infrastructure, to increase safety.
- Improved public realm with streetscaping and tree planting.







FOR MORE INFORMATION ON THE DURHAM-SCARBOROUGH BUS RAPID TRANSIT PROJECT, VISIT THE PROJECT WEBSITE.

CLICK

From: Margaret Parkhill
To: dsbrt@metrolinx.com
Cc: [redacted]
Subject: Project Update - Durham-Scarborough Bus Rapid Transit
Date: July 29, 2020 1:38:00 PM
Attachments: DSBRT_Newsletter_2020-07-10.pdf

Good afternoon,

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Regards,
Margaret Parkhill, P.Eng.
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cc: Kristin Demasi, Project Manager, Metrolinx

JULY 2020

METROLINX



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FOR MORE INFORMATION ON THE DURHAM-SCARBOROUGH BUS RAPID TRANSIT PROJECT, VISIT THE PROJECT WEBSITE.

CLICK

[redacted]

From: Margaret Parkhill
Sent: July 29, 2020 1:39 PM
To: dsbrt@metrolinx.com
Cc: Kristin Demasi
Subject: Project Update - Durham-Scarborough Bus Rapid Transit
Attachments: DSBRT_Newsletter_2020-07-10.pdf

Good afternoon,

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Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

JULY 2020

METROLINX



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FOR MORE INFORMATION ON THE DURHAM-SCARBOROUGH BUS RAPID TRANSIT PROJECT, VISIT THE PROJECT WEBSITE.

CLICK

[redacted]

From: Margaret Parkhill
Sent: July 29, 2020 1:11 PM
To: dsbrt@metrolinx.com
Cc: Kristin Demasi
Subject: Project Update - Durham-Scarborough Bus Rapid Transit
Attachments: DSBRT_Newsletter_2020-07-10.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

JULY 2020

METROLINX



Durham-Scarborough Bus Rapid Transit – Project Update

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FOR MORE INFORMATION ON THE DURHAM-SCARBOROUGH BUS RAPID TRANSIT PROJECT, VISIT THE PROJECT WEBSITE.

CLICK

From: Margaret Parkhill
To: [redacted]
Cc: dsbrt@metrolinx.com; Kristin Demasi; david.dunn@durham.ca
Subject: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
Date: July 29, 2020 9:59:54 AM
Attachments: DSBRT_Newsletter_2020-07-10.pdf

Dear Durham Region Cycling Coalition,

Please see the attached newsletter for a project update on the Durham-Scarborough Bus Rapid Transit project.

We appreciate Durham Region Cycling Coalition's involvement in the project this far, including attending the public meetings. Since the public meetings held in November 2019, work has advanced on the preliminary design.

We would be happy to set up a virtual meeting with you to discuss the project and answer any questions you may have. As part of the meeting, we could review and discuss the active transportation facilities proposed as part of the Durham-Scarborough Bus Rapid Transit project.

If you are interested in meeting, please respond with your availability.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update - Durham-Scarborough Bus Rapid Transit
Date: July 29, 2020 1:45:48 PM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: Margaret Parkhill
Sent: Wednesday, July 29, 2020 1:45 PM
To: . [redacted]
Cc: dsbrt@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Project Update - Durham-Scarborough Bus Rapid Transit

Hi [redacted]
We've had several questions from the public about the project status. We had planned to have public meetings in the spring. Unfortunately due to COVID-19, the meetings had to be delayed to the fall. And now we're planning for on-line meetings only.

The purpose of the newsletter was to provide an update on the schedule, and our planned Fall meetings.

If you have any other questions about the project, please let me know,
Margaret

From: [redacted]
Sent: Wednesday, July 29, 2020 1:20 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Project Update - Durham-Scarborough Bus Rapid Transit

what "new" information was there??

[redacted]

[redacted]

On Wednesday, July 29, 2020, 01:11:18 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Good afternoon,

Please see the attached newsletter for an update on the Durham-Scarborough Bus Rapid Transit project.

We hope you will join us for the virtual public consultation meetings planned for the Fall.

Regards,
Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Margaret Parkhill
To: [redacted] Hailey McWilliam
Subject: FW: Project Update - Durham-Scarborough Bus Rapid Transit
Date: July 29, 2020 1:15:15 PM

[redacted]

Margaret Parkhill
**Vacation alert: staring Friday, July 31 returning Monday, August 10, 2020.

IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, July 29, 2020 1:11 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Automatic reply: Project Update - Durham-Scarborough Bus Rapid Transit

Hi,

I am no longer with the [redacted]. For all [redacted] related matters, please emai[redacted]

Thank you,

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update - Durham-Scarborough Bus Rapid Transit
Date: August 7, 2020 11:02:03 AM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644



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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 07, 2020 9:38 AM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: FW: Project Update - Durham-Scarborough Bus Rapid Transit

---

From: [redacted]
Sent: August-04-20 10:19 AM
To: Margaret Parkhill; DSBRT
Cc: Kristin Demasi
Subject: RE: Project Update - Durham-Scarborough Bus Rapid Transit

Thank you for sending the updated newsletter! We are very excited to attend!

All my best,

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: July 29, 2020 1:38 PM
To: dsbrt@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Project Update - Durham-Scarborough Bus Rapid Transit

Good afternoon,

Please see the attached newsletter for an update on the Durham-Scarborough Bus Rapid Transit

project.
We hope you will join us for the virtual public consultation meetings planned for the Fall.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Hailey McWilliam
To: [redacted]
Subject: FW: The Battle FOR Highland Creek
Date: August 16, 2020 5:03:34 PM

Track and file

Hailey McWilliam BES

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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-----Original Message-----
From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 14, 2020 6:16 PM
To: [redacted]
Subject: RE: The Battle FOR Highland Creek

Dear [redacted],

Thank you for your email. The Durham-Scarborough Bus Rapid Transit project team recognizes the unique character of the Highland Creek community. In fact, the area along Ellesmere Road from Military Trail to Kingston Road, including the Highland Creek area, was identified as an area requiring detailed study and is being referred to as a 'pinch point'. The pinch point was extensively evaluated in 2019 and work is still continuing. Our objective is to find the right solution which provides transit reliability but remains sensitive to the local context.

I would like to clarify that a 7-lane cross section is not being proposed as part of the Durham-Scarborough Bus Rapid Transit project. Ellesmere Road is currently 4-lanes between Grangeway Avenue and Meadowvale Road. In this area, we are proposing to widening the road to 6-lanes to maintain 2 general traffic lanes in each direction and add 1 dedicated bus lane in each direction.

Ellesmere Road between Meadowvale Road and Kingston Road is currently 2-lanes. In this area, we are proposing to widen the road, where needed, to 4-lanes to maintain 1 general traffic lane in each direction and add 1 dedicated bus lane in each direction.

The impacts of these solutions are still being studied, and we are sharing this information as it becomes available.

The purpose of the DS BRT is to improve reliability of transit services for both residents of Scarborough and Durham Region. The TTC, DRT and GO buses will utilize the bus lanes getting people to where they need to go efficiently and reliably. Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes which will provide a more reliable level of service, as well as drivers who will not be in conflict with buses in the curb lanes.

For more information, please visit the project website at https://www.metrolinxengage.com/en/engagement-

initiatives/durham-scarborough-bus-rapid-transit.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

-----Original Message-----
From: [redacted] <[redacted]
Sent: July 23, 2020 11:40 AM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: Re: Office of MPP Vijay Thanigasalam RE: The Battle FOR Highland Creek

Yes, you have my permission to forward my concerns to Metrolinx and the Ministry of Transportation.
I have read the VOLUMES of information from Metrlolinx and while it is obvious that a lot of studies have been done, it is still obvious to me that we of Highland Creek are being subjected to this proposal for the benefit of the people from Durham and Oshawa and the detriment of all the people currently residing on Ellesmere Road who will lose a lot of the front of their property and the mature trees, not to mention the inconvenience of having to go out of their way just to get out of their driveway and go to another location to turn around. With the buses coming so frequently, their houses now closer to the road and lower property values, how will that benefit the residents of Ellesmere Road?
Since Highland Creek is the last “village” in Toronto, why are we not preserving this privilege instead of destroying it?
Thank you for previously answering my concerns and feel free to forward this letter to Merolinx and the Ministry of Transportation as well.

Sent from [redacted]

> On Jul 14, 2020, at 2:12 PM, Borovilos, Tas <tas.borovilos@pc.ola.org> wrote:
>
> Good afternoon [redacted]
>
> Hope you're keeping well.
>
> I have brought your concerns to the attention of MPP Vijay Thanigasalam.
>
> Do I have your permission to send your email to Metrolinx and Ministry of Transportation Staff?
>
> With respects to the BRT please see attached for your review the Public Information Centre (PIC) presentation from last fall:
>
> https://www.metrolinxengage.com/sites/default/files/ds_brt_pic2_boards_191115.pdf
>
> I have also attached the presentation that was shared with the Highland Creek Association recently. The deck prepared for the PIC has more of a general overview of the project which may be helpful to be able to you in your viewing the project as a whole.
>
> Additional information on the project can be found on our Metrolinx Engage website:
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> https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit

>
> For inquiries and feedback, you can also reach out directly to:
>
> Further, Metrolinx advised us recently that they were planning to undertake a Public Information Centre in Spring 2020, however it was delayed due to COVID-19 restrictions. At this time they're planning to hold this Public Information Centre later in 2020, as well as additional consultations in 2021 The technical studies are still underway and Metrolinx will share them as information becomes available.
>
> Should you wish to send us your questions and concerns to our office after reviewing the presentation please feel free to do so and we would be more than happy to follow-up with the Ministry and Metrolinx directly on your behalf.
>
> As always we will certainly share new information with constituents once it becomes available.
>
> Regards,
>
> Tas Borovilos
> Case Manager
> Office of MPP Vijay Thanigasalam
> Scarborough - Rouge Park
> 416-283-8448
>
>
> _____
> From: [redacted]
> Sent: Sunday, July 05, 2020 3:33 PM
> To: Jennifer McKelvie; Thanigasalam, Vijay
> Subject: The Battle FOR Highland Creek
>
> I'm contacting you regarding the proposed BRT system for Ellesmere. I'm finding it very hard to even imagine that this considered!
> Some background of my family:
> I have lived in highland creek since 1963 - first with my parents and then again after I married.
> We have seen Highland Creek's "single family, large lots" Plan slowly change to smaller lots and townhouses (as many as builders can get away with on lots next to larger homes with no regard for the original owners.) We actually have townhouses built behind us at least six feet higher than our lot where they had to put in a large retaining wall.
> Now I'm hearing about a seven lane highway proposed for Ellesmere where we now have adequate busing! Again, with no regard for the present homeowners! Why do we let outside planners dictate to our communities what THEY want?
> Please do not approve this. It will destroy our unique village of Highland Creek.
>
> [redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: 1744 Ellesmere Road
Date: August 17, 2020 9:24:42 AM

Track and file

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 14, 2020 10:33 PM
To [redacted]
Subject: 1744 Ellesmere Road

Hi [redacted]

Thank you for your email in regards to the Durham-Scarborough BRT project. Planning is still underway and we are currently working through some design issues, including impacts to existing traffic and access to locations along Ellesmere Road.

We are intending to hold an online public information centre in the fall 2020 to share the functional design plans, and the results of our technical studies for review. We may also reach out in advance of these meetings to residents and businesses along the corridor for input and feedback on the design.

In the meantime, please visit the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit.

Thank you

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

Hello,

Submitted on Tuesday, March 10, 2020 - 13:33
Submitted by anonymous user: 72.139.28.78
Submitted values are:

Your name: [redacted]
[redacted]
Subject: [redacted]
Message: we are very concerned that your plan is to cut off access to our property. As well as retail business, our site has been approved for a residential development of between 150- 175 units. A bus line down the middle of the road will have a negative effect, and the existing stoplight at the east end of our site will have lost much of its purpose. My phone number is [redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/14956

Facebook Twitter Instagram

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From: Hailey McWilliam
To: [redacted]
Subject: FW: - RE: Metrolinx BRTP
Date: August 16, 2020 5:05:23 PM

Track and file

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644



Logo 

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NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez recu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 14, 2020 7:20 PM
To: [redacted]
Subject: - RE: Metrolinx BRTP

H[redacted]

Thank you for feedback. From your letter, it appears that you have concerns related to the purpose of the Durham-Scarborough Bus Rapid Transit (DS BRT) project, its potential impacts to the Highland Creek community, the route and transit ridership. I'd like to take this opportunity to tell you a bit more about the project.

Project Purpose
The purpose of the DS BRT is to improve reliability of transit service and provide better connect people and jobs in Scarborough and Durham Region. The TTC , DRT and GO buses will utilize the proposed dedicated bus lanes to get people to where they need to go efficiently and reliably. Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes with reliable travel times, as well as drivers who will not be delayed by buses in the curb lanes.

Potential Impacts
The area along Ellesmere Road from Military Trail to Kingston Road, including the Highland Creek area, was identified as an area requiring detailed study and is being referred to as a 'pinch point'. The pinch point was extensively evaluated in 2019 and work continues. Our objective is to find the right design which provides transit reliability yet is sensitive to the local context.

Property impacts are still being determined as the design progresses. Impacts to properties are being avoided as much as possible. The impacts to private property is expected to be minimal as majority of the proposed design will fit in the existing Right-Of-Way. After this study concludes, property owners that are directly impacted will be contacted.

A detailed traffic study is currently underway to identify impacts and propose mitigation measures, such as "smart traffic signals" to improve travel times for all road users. Our analysis completed to date suggests that there will not be significant impacts to traffic levels with the addition of bus lanes along

Ellesmere Road.

Alternate Transit Routes
The Durham-Scarborough Initial Business Case (IBC) in 2018 analyzed alternative routing of options along Ellesmere Road, Kingston Road and Highway 2A. Ellesmere Road was the preferred option because:

- Ellesmere Road provides the most direct connection to key destinations within Scarborough saving travel time savings to transit users and operating costs
- This route maximizes access to the corridor for the existing transit service network in Toronto and Durham Region
- Provides the biggest benefit in connecting residents and employment to the wider transit network through to 2041
- Protects for future rapid transit expansion within Scarborough

Metrolinx, the City of Toronto, and the TTC strive to provide the best access to transit for all individuals.

Transit Ridership
We understand that transit demand increases further west along Ellesmere Road toward Scarborough Centre. Therefore some buses may be less full at the eastern end of Ellesmere Road where they are near the end of the route. However, this corridor connects people and employment across Scarborough and Durham Region. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership. Ridership was a key factor in the IBC which confirmed the project as a worthwhile investment for the next stages of planning, and is a key input into this current work.

For more information, please visit the project website at https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team
Date: August 16, 2020 5:04:21 PM

[redacted]

Hailey McWilliam MCIP, RPP

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

Logo

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NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez recu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

From: DSBRT [mailto:DSBRT@metrolinx.com]
Sent: Friday, August 14, 2020 6:23 PM
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team

Hello [redacted]

Thank you for your email submission to the Durham-Scarborough BRT Project Team.

We have added your email to the project mailing list so you will receive notification of the next Public Information Centre which is scheduled for the fall 2020. We will be sharing the latest version of the functional design and results of the technical studies that have been completed to date for review.

Please check out the website for more information on the project:
www.metrolinxengage.com/dsbrt

Thank- you

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: Metrolinx Engage via Metrolinx Engage [mailto:default@metrolinxengage.com]
Sent: July-07-20 8:26 PM

To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Tuesday, July 7, 2020 - 20:26
Submitted by anonymous user:
2607:fea8:329f:f269:852c:cec3:1562:b5e6
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: In Support of Metrolinx Bus Rapid Transit Plan in Highland Creek, Scarborough
Message:
From: [redacted]
Sent: June 28, 2020 9:06 PM
To: Vijay Thanigasalam ; Councillor McKelvie ;
[redacted]
Subject: In Support of Metrolinx Bus Rapid Transit Plan in Highland Creek

Friends,

We are in full support of the Metrolinx Bus Rapid Transit Plan along Ellesmere Avenue in Highland Creek (my neighbourhood).

This plan will greatly make it much easier for students from the Durham Region to access the University of Toronto, Scarborough, without having to drive a motor vehicle.

We the residents will also be able to get around easily without having to resort to using our vehicles all the time.

The plan will also make it easier to travel to the Scarborough Town Centre via this direct route, as the only direct TTC route has to be connected at Ellesmere Road/Military Trail – too much of a long walk for us seniors to get to that intersection.

We cannot and should not be afraid of change/progress. Too often, people resist change because of fear, not facts. That is why we still don't have a proper Rapid Transit system from the Kennedy Station to the UTSC.

May I remind you that this should have been in place in time for the 2015 Pan-American Games.

Thank you, kindly.

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/16154

 Facebook  Twitter  Instagram

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From: Margaret Parkhill
To: Hailey McWilliam
Cc: [redacted]
Subject: FW: Mailing list sign up
Date: September 30, 2020 12:01:21 PM

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, September 30, 2020 11:58 AM
To: [redacted]
Subject: RE: Mailing list sign up

Hi [redacted]

You have been added to the mailing list for the Durham-Scarborough BRT. We will be in touch soon in regards to our upcoming public consultation event in the fall 2020.

Thank you

The Durham-Scarborough BRT Project Team

-----Original Message-----
From: [redacted]
Sent: September-01-20 7:59 PM
To: DSBRT
Subject: Mailing list sign up

Please add me to your list regarding the proposed bus lanes Military Trail to Meadowvale

Thanks

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor
Date: September 30, 2020 9:59:15 AM

Please track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, September 30, 2020 9:34 AM
To: ms_[redacted]
Subject: RE: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Good Morning [redacted]

Thank you for your comments on the Durham-Scarborough BRT Project. We understand your concerns regarding traffic along Ellesmere Rd with the introduction of the BRT. While it is true there is less traffic on this section today, our traffic modelling suggest that congestion across Ellesmere Rd will increase over the next 20 years and dedicated bus lanes are required to maintain reliability of services, and reduce conflicts with motor vehicles.
Buses will not be permitted to travel at speeds greater than the posted speed limits.

Both DRT and TTC services will be using the bus lanes and servicing all stops along Ellesmere Rd, improving transit options and reliability for all residents of Scarborough.

We understand that transit demand increases further west along Ellesmere Road toward Scarborough Centre. Therefore some buses may be less full at the eastern end of Ellesmere Road where they are near the end of the route. However, this corridor connects people and employment across Scarborough and Durham Region. TTC and DRT regularly monitor and collect ridership information as well as forecast future ridership.
Ridership was a key factor in the Initial Business Case which confirmed the project as a worthwhile investment for the next stages of planning, and is a key input into this current work.

Over the last several months, COVID-19 has had a large impact on travel patterns. While there is uncertainty surrounding the "new normal", we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. The region will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.

Our next round of public consultation is scheduled for the fall 2020 where we will share an updated design and results of the technical and environmental studies we have completed to date. The consultation will be virtual and hosted on the project website https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: September 2, 2020 8:24 PM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: Re: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Hi Tas,
Thank you for your email.
I am fine with you forwarding on my email to Metrolinx and ministry of transport. I have taken a brief look at the PDF you attached and I'm interested if the projection of numbers will be re-evaluated for 2041 following Covid-19 and how remote working from home may be with us to stay following the pandemic and how this will shape future demands on the transit systems.

I also noticed that the goal of this project is to link the city centre of Durham to Scarborough centre, however, I find it interesting that the part of Ellesmere road where the plan for the dedicated bus lanes is the part that has relatively lower traffic. One would think that it would be from Markham road to McCowan road where the traffic accumulates that would be the priority for dedicated bus lanes and not where the flow of traffic is low.

Please do forward on the above comments as well.

Thank you
[redacted]

From: [redacted]
Sent: September 1, 2020 10:38 AM
To: Thanisgasalamco, Vijay <vijay.thanigasalamco@pc.ola.org>
Subject: Ellesmere Corridor

Hi Vijay
I'm writing about my concerns with the Ellesmere Corridor plan which I read about in the villager.
I'm not sure why this is plan is being considered in the first place as the traffic on Ellesmere road between Kingston Road and Military Trail is light even during rush hour. Currently express Durham buses use this road to go to the University and they fly down Ellesmere Road,

so I'm not sure how much faster they would move in dedicated bus lanes.
I live just east of the UofT campus, a 15 minute walk from the campus, and feel that TTC services into my area are poor. I wouldn't mind construction and disruption if it were going to benefit my use of TTC and give me greater access to Toronto but to tear up the roads and disrupt traffic flow etc for Durham residents and we can't even access these services is unfair to the community.
The buses that do pass by, they don't seem that full. I'm also curious as to the current ridership and the demand for this service.

Thank you

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx project on Ellesmere Road.
Date: October 1, 2020 9:20:33 AM

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, September 30, 2020 11:56 AM
To [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx project on Ellesmere Road.

Good Morning [redacted]

Thank you for your comments on the Durham-Scarborough BRT Project. The purpose of the DS BRT is to improve reliability of transit service and provide better connect people and jobs in Scarborough and Durham Region. The TTC , DRT and GO buses will utilize the proposed dedicated bus lanes to get people to where they need to go efficiently and reliably. Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes with reliable travel times, as well as drivers who will not be delayed by buses in the curb lanes.

It is important to note that buses will not be permitted to travel at speeds greater than the posted speed limits.

The area along Ellesmere Road from Military Trail to Kingston Road, was identified as an area requiring detailed study and is being referred to as a 'pinch point'. The pinch point was extensively evaluated in 2019 and work continues. Our objective is to find the right design which provides transit reliability yet is sensitive to the local context.

The project is currently in the preliminary design and environmental assessment phase. We will be undertaking our next round of public consultation in the fall 2020, to provide an update on the design and results of technical and environmental studies we have completed to date. The consultation will be virtual and hosted on the projects website: https://www.metrolinxengage.com/dsbrt.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

[redacted]
Sent: September 3, 2020 6:19 PM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx project on Ellesmere Road.

Mr Thanigasalam,
Ellesmere Road between Military Trail and Kingston Road runs through a residential area. Ellesmere Road is already busy with a great deal of traffic noise and exhaust pollution. Drivers routinely ignore the posted speed limit. Stop the Metrolinx project planned for this route - it is inappropriate for a residential area.
Thank you.
[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
Date: September 8, 2020 11:28:49 AM

Please track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, September 8, 2020 10:52 AM
To: [redacted]
Cc: dsbrt@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; david.dunn@durham.ca
Subject: RE: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Dear Durham Region Cycling Coalition,
Do you have any questions regarding the proposed plan for improved transit and active transportation infrastructure along the Highway 2 corridor from Oshawa to Pickering?

We are planning a full round of on-line consultation meetings in the Fall.
In advance, we would be happy to answer your questions by email or arrange a one-on-one meeting with your group.

If you are interested in meeting, please respond with your availability.
We will email you with details on the upcoming round of consultation once the dates are set.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Margaret Parkhill
Sent: Wednesday, July 29, 2020 10:00 AM
To: [redacted]
Cc: dsbrt@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; david.dunn@durham.ca
Subject: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Dear Durham Region Cycling Coalition,

Please see the attached newsletter for a project update on the Durham-Scarborough Bus Rapid Transit project.

We appreciate Durham Region Cycling Coalition's involvement in the project this far, including attending the public meetings. Since the public meetings held in November 2019, work has advanced on the preliminary design.

We would be happy to set up a virtual meeting with you to discuss the project and answer any questions you may have. As part of the meeting, we could review and discuss the active transportation facilities proposed as part of the Durham-Scarborough Bus Rapid Transit project.

If you are interested in meeting, please respond with your availability.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: MPP Vijay Thanigasalam
Date: October 1, 2020 12:18:23 PM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 1, 2020 12:15 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: MPP Vijay Thanigasalam

Hi [redacted]

Thank you for your comments on the Durham-Scarborough BRT Project. The purpose of the DS BRT is to improve reliability of transit service and provide better connect people and jobs in Scarborough and Durham Region. The TTC , DRT and GO buses will utilize the proposed dedicated bus lanes to get people to where they need to go efficiently and reliably. Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes with reliable travel times, as well as drivers who will not be delayed by buses in the curb lanes.

It is important to note that buses will not be permitted to travel at speeds greater than the posted speed limits.

The area along Ellesmere Road from Military Trail to Kingston Road, was identified as an area requiring detailed study and is being referred to as a 'pinch point'. The pinch point was extensively evaluated in 2019 and work continues. Our objective is to find the right design which provides transit reliability yet is sensitive to the local context.

The project is currently in the preliminary design and environmental assessment phase. We will be undertaking our next round of public consultation in the fall 2020, to provide an update on the design and results of technical and environmental studies we have completed to date. The consultation will be virtual and hosted on the projects website: https://www.metrolinxengage.com/dsbrt.

Regards

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: September 14, 2020 10:48 PM

To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Re: MPP Vijay Thanigasalam - September 11th

Mr Thanigasalam,
Ellesmere Road between Military Trail and Kingston Road runs through a residential area. Ellesmere Road is already busy with a great deal of traffic noise and exhaust pollution. Drivers routinely ignore the posted speed limit.
Stop the Metrolinx project planned for this route - it is inappropriate for a residential area.
Thank you.

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
Date: October 1, 2020 9:18:28 AM

Track and file

From: Durham Region Cycling Coalition [mailto:[redacted]
Sent: September-25-20 9:12 PM
To: Margaret Parkhill
Cc: DSBRT; david.dunn@durham.ca; Kristin Demasi
Subject: Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Margaret,

First thanks for reaching out to us.

We do understand that we are getting back to you late.

I have a few members of DRCC and local Cycling/AT Committee members that would like to participate in a video meeting to discuss this project. Is your offer to meet up virtually still available?

Most of us had previously attended your public open houses, plus *early in the process* provided comments via several different mechanisms. Our interests are primarily "Cycling focused", but some questions might be about general safety from all Active Transportation users perspective, including pedestrians.

We have been following the project status and see a few possible concerns from the Toronto boarder and gateway to Durham (through the Rouge Valley), through your pinch points like Ajax (Pickering Village) and Whitby's downtown. Specifically how you plan to keep the cycling infrastructure continuous, interconnected with local infrastructure and safe, to mention just a few thoughts.

Let me know if your offer to have a video chat still stands, and if so, we can work on scheduling such a meeting.

Thanks again [redacted] for DRCC

On Wed, Jul 29, 2020, 9:59 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Dear Durham Region Cycling Coalition,
>
> Please see the attached newsletter for a project update on the Durham-Scarborough Bus Rapid Transit project.

We appreciate Durham Region Cycling Coalition's involvement in the project this far, including attending the public meetings. Since the public meetings held in November 2019, work has advanced on the preliminary design.

We would be happy to set up a virtual meeting with you to discuss the project and answer any questions you may have. As part of the meeting, we could review and discuss the active transportation facilities proposed as part of the Durham-Scarborough Bus Rapid Transit project.

If you are interested in meeting, please respond with your availability.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

From: Hailey McWilliam
To: [redacted]
Subject: FW: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road
Date: October 8, 2020 1:27:52 PM

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, October 8, 2020 1:27 PM
Cc: Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted] Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Ian J. Brown <Ian.Brown@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David <david.hopper@parsons.com>
Subject: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road

Please join us tomorrow morning, October 9 at 8:30 a.m., to discuss the proposed Durham-Scarborough Bus Rapid Transit project on Ellesmere Road east of McCowan.

Link for Microsoft Teams on-line meeting is at the bottom of this email.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

-----Original Appointment-----
From: Margaret Parkhill
Sent: Tuesday, September 29, 2020 5:10 PM
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project. We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at:
www.metrolinxengage.com/dsbrt

If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group



From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx project on Ellesmere Road.
Date: October 1, 2020 12:17:54 PM

Track and file
-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 1, 2020 12:07 PM
To: chris [redacted]
Subject: RE: Office of MPP Vijay Thanigasalam - RE: Metrolinx project on Ellesmere Road.

Hi [redacted]

Thanks again for your comments. The team will take these into consideration as we continually refine the design options. As mentioned we will present an updated design later this year for public review and feedback.

Thanks,
Kristin

-----Original Message-----
From: [redacted]
Sent: September-30-20 1:35 PM
To: DSBRT
Subject: Re: Office of MPP Vijay Thanigasalam - RE: Metrolinx project on Ellesmere Road.

Ms Demasi,
Out of consideration for the residents along the Ellesmere corridor from Military Trail to Kingston Road do NOT widen the roadway. By all means create a bus only (centre) lane but reduce the car lanes to one in each direction. Highways 401 and 2A are close by and are the appropriate routes for traffic exiting east from Scarborough.
[redacted]

On Sep 30, 2020, at 11:58 AM, DSBRT <DSBRT@metrolinx.com> wrote:

Good Morning [redacted]

Thank you for your comments on the Durham-Scarborough BRT Project. The purpose of the DS BRT is to improve reliability of transit service and provide better connect people and jobs in Scarborough and Durham Region. The TTC , DRT and GO buses will utilize the proposed dedicated bus lanes to get people to where they need to go efficiently and reliably. Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes with reliable travel times, as well as drivers who will not be delayed by buses in the curb lanes.

It is important to note that buses will not be permitted to travel at speeds greater than the posted speed limits.

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The project is currently in the preliminary design and environmental assessment phase. We will be undertaking our next round of public consultation in the fall 2020, to provide an update on the design and results of technical and environmental studies we have completed to date. The consultation will be virtual and hosted on the projects website: https://www.metrolinxengage.com/dsbrt.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: [redacted]
Sent: September 3, 2020 6:19 PM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx project on Ellesmere Road.

Mr Thanigasalam,
Ellesmere Road between Military Trail and Kingston Road runs through a residential area. Ellesmere Road is already busy with a great deal of traffic noise and exhaust pollution. Drivers routinely ignore the posted speed limit. Stop the Metrolinx project planned for this route - it is inappropriate for a residential area.
Thank you.
[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Hailey McWilliam
To: [redacted]
Subject: FW: Ellesmere rapid Transit Project
Date: October 1, 2020 3:05:48 PM
Attachments: image001.jpg
image002.jpg

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, October 1, 2020 3:00 PM
To: [redacted]
Cc: Margie M. Galarneau <Margie.Galarneau@toronto.ca>
Subject: RE: Ellesmere rapid Transit Project

Hi [redacted]
Yes, I will forward the invitation to the email address you provided.
Thanks,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, October 1, 2020 8:40 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Ellesmere rapid Transit Project

Hello Margaret,
My name is [redacted] and I am the Store Manager for the [redacted].
In regards to the scheduled teams meeting, I would like to know if an additional invite can be generated for my VP of [redacted]. The applicable email would be [redacted]

I will le [redacted] know this meeting is upcoming as he will need to be part of the discussion as a member of my companies executive group.
Please let me know.
Thank you very much and stay safe.

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Rutherglen and Kingston Road
Date: October 7, 2020 2:43:29 PM

Track and file

-----Original Message-----
From: H[redacted]
Sent: October-04-20 10:42 PM
To: DSBRT
Subject: [redacted]

My wife and I own two properties facing onto the north side of [redacted] We are in the process of designing a 125 suite retirement home on this site so the final decision with respect to where the road expansion will occur is of interest to us when we are placing the new building on the site.
We currently have 3 road access points onto [redacted]

When will you have the plans in place to illustrate where the work is going to be done?

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: [redacted]
Date: October 27, 2020 10:48:16 AM

[redacted]

From: Hopper, David <David.Hopper@parsons.com>
Sent: Tuesday, October 27, 2020 10:47 AM
To: DSBRT <DSBRT@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: [redacted]

Good Morning,

I spoke with [redacted], and ha d a good conversation about the issues:

- He is very supportive of the project and wondered if the curbside stop could be integrated in his development
- Told him that the design is for median lanes
- Some land would be required for the additional space for the stop and improved sidewalks

Dave Dunn asked that we refer [redacted] to the Region's Development Approvals group as there may be other Regional needs, such as daylight triangles or potential utility easements. Development Approvals can give [redacted] more holistic answer.

[redacted] has reached out to me again the other day to get an update. I have not responded yet.

Thanks,
David

David Hopper, P.Eng.
Senior Transportation Engineer
david.hopper@parsons.com
m: +1 416.352.8625
Parsons / LinkedIn / Twitter / Facebook / Instagram

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, October 7, 2020 2:42 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam (hailey.mcwilliam@ibigroup.com) <hailey.mcwilliam@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>
Subject: [EXTERNAL] FW: [redacted]

[redacted]

-----Original Message-----
From: [redacted]
Sent: October-04-20 10:42 PM
To: DSBRT
Subject: [redacted]

My wife and I own two properties facing onto the north side of [redacted] We are in the process of designing a 125 suite retirement home on this site so the final decision with respect to where the road expansion will occur is of interest to us when we are placing the new building on the site.
We currently have 3 road access points onto [redacted]

When will you have the plans in place to illustrate where the work is going to be done?

[redacted]

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From: Hailey McWilliam
To: [redacted]
Subject: FW: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road
Date: October 8, 2020 3:12:54 PM

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, October 8, 2020 3:12 PM
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca
Subject: RE: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road

Hi [redacted]
At this time, we don't have any other sessions planned. Sorry that tomorrow's time doesn't work for you.

We are trying to better understand the traffic patterns and business needs along Ellesmere.
We can also set up a one-on-one call to discuss, if that works for you?

For example, what size of trucks does your business depend on? Large tractor-trailers, or smaller cube vans?
How often do you receive deliveries?
Do you send out deliveries by truck?

Let me know,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, October 8, 2020 1:30 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: RE: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road

Hi Margaret,
Will there be any future dates other than Friday? I run a bakery at [redacted] and Friday's and Saturdays are my busiest days of the week.
Thanks
[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: October 8, 2020 1:27 PM
Cc: Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted] Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Ian J. Brown <Ian.Brown@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David <david.hopper@parsons.com>
Subject: October 9 at 8:30 am - Business Information Session RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road

Please join us tomorrow morning, October 9 at 8:30 a.m., to discuss the proposed Durham-Scarborough Bus Rapid Transit project on Ellesmere Road east of McCowan.

Link for Microsoft Teams on-line meeting is at the bottom of this email.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

-----Original Appointment-----
From: Margaret Parkhill
Sent: Tuesday, September 29, 2020 5:10 PM
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project. We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at:
www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team
Date: December 21, 2020 9:27:26 AM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, December 21, 2020 9:26 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: FW: Form submission from: Contact the Project Team

[redacted]

I spoke to [redacted] about the design for [redacted] n on Oct 9th
Also informed him of the upcoming consultation in the fall 2020
Kristin

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October-08-20 4:22 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Thursday, October 8, 2020 - 16:21
Submitted by anonymous user: 216.58.33.204
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Road widening through Pickering Village
Message: How can I get information on the proposed location of the road widening?

From: Hailey McWilliam
To: [redacted]
Subject: FW: Information regarding Pickering Village Metro Linx
Date: December 21, 2020 9:27:43 AM

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, December 21, 2020 9:27 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: FW: Information regarding Pickering Village Metro Linx

[redacted]

-----Original Message-----
From: [redacted]
Sent: October-08-20 4:34 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Information regarding Pickering Village Metro Linx

Please sign me up for information on the Metro Linx proposal for pickering village

[redacted]

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor
Date: December 21, 2020 12:43:48 PM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, December 21, 2020 12:10 PM
To [redacted]
Subject: RE: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Good morning [redacted]

Thank you for the follow up email. These are interesting points and they have been passed to the project team for review.

Your comments on the need to improve the overall transit network across the region are valid. Metrolinx under the 2041 Regional Transportation Plan is planning a number of corridors (including the Durham-Scarborough BRT) to improve connections around the GTHA, beyond the need to travel to and from downtown Toronto. Currently it takes approx. 100 minutes to travel from Downtown Oshawa to UTSC, and with the BRT this would be reduced to about 75 minutes. However, a big focus of the Durham-Scarborough BRT is also to improve the connections to local destinations along the corridor, as well as improve the overall travel time from end to end. Over 40% of trips that begin along the corridor also end along the corridor which means that implementing the bus lanes will make bus travel both within Durham, or along Ellesmere Rd more frequent and reliable so people who live in these communities will see improvements to their local network. This is also important as the area will continue to grow in the future and a lot of development is planned around the Scarborough Centre area. Other corridors, such as the Lakeshore East GO line are better suited for Durham residents who would like to travel to downtown Toronto.

It is also true that if we had many buses using the lanes then express buses could get held up behind buses stopping. The Durham PULSE bus will be extended over to the Scarborough bus terminal, and the intent of this project is to allow both TTC and DRT buses to pick up and drop off along Ellesmere Rd. Residents in Scarborough could get on either bus to travel to the town centre and other destinations along the corridor. We are not currently planning any express bus services, however bus networks are always being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future.

Once again, thank you for your feedback.

Best,
Kristin

From: [redacted]
Sent: October-08-20 5:01 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Hi Kristin
Thank you for your response on the DSBRT.
Although I've lived in the area for over 30 years and have not seen the traffic increase largely along Ellesmere road while the area has developed, I'm interested to know what developments would occur other than the expansion of UTSC that would see the increase of cars on Ellesmere road, considering its proximity to the 401. Most car drivers traveling long distances access the 401 instead of remaining on Ellesmere Road. Most available land in that area of Scarborough has been built on. Due to poor transit provision in this area, most people rely heavily on cars anyway which has led in the recent years to a decrease in bus service during non-rush hour times.

What I find interesting is that by running dedicated bus lanes, means that express buses cannot be used because local buses would slow them down. Currently, the Durham buses that come into the UTSC campus only stop at Meadowvale Road and the campus. If they shared the dedicated lanes with TTC then they could no longer be express which would slow down the speed of buses.

I more than anyone understand the need for good public transit, but what has disappointed me about the planning for Toronto (I'm not interested in travelling to Durham), especially the areas east of Scarborough Centre, is that all planning revolves around buses. The transportation model has focused on the premise that people need to get downtown for work and buses feed the subway systems. The focus has been on speeding up buses. With buses sharing roads with traffic lights, there is only so much that can be done to speed up buses. I'm not interested in transit planning that shaves 10 minutes off of a commute time that takes 1.5 hours. I'm looking at making significant differences to commute times so that owning a car would no longer be needed. I wish that metrolinx would think outside of the box and try and connect communities together so that people can use public transit efficiently. My older brother lives in the west end and it takes me 2 hours by public transit to get to his house compared to 30min by car. My younger brother lives east end Scarborough and works in Mississauga, there is no real alternative to him driving. So you can't really say that driving is not a viable option for the future when drivers don't have suitable options. While you focus on speeding up local travel with bus lanes, think about how the person from Oshawa centre is supposed to travel quickly with public transit to Brampton? How long would the travel time by bus from Oshawa centre to Scarborough centre be? The question, I feel isn't explored enough is to find out from current drivers what it would take to get them out of their car onto public transit. I feel that most planning especially in east end Scarborough, has focused on

making what options we currently have faster by a few minutes.

I'll end this email with an experience from Pan Am games 2015. Express buses were put in place in Scarborough to help move people out to the Pan Am Centre at Morningside and 401. I can remember taking the express bus from Kennedy station to UTSC on numerous occasions heading home from work when people who were going to events at the Pan Am Centre would nervously get up and go to the front of the bus and ask the driver if they had missed the stop. They couldn't believe how long the journey from the subway station was to the venue. I always thought it but never said, "Welcome to Scarborough, now you can see how bad the public transit is here." This was on an express bus! Imagine if they were on a local bus! What made that express bus journey long was not the traffic but the distance and the traffic lights. Please consider the whole community's feedback for this project. Promoting slow bus travel is not the solution.

Thank you
[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: September 30, 2020 9:33 AM
To [redacted]
Subject: RE: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Good Morning [redacted]

Thank you for your comments on the Durham-Scarborough BRT Project. We understand your concerns regarding traffic along Ellesmere Rd with the introduction of the BRT. While it is true there is less traffic on this section today, our traffic modelling suggest that congestion across Ellesmere Rd will increase over the next 20 years and dedicated bus lanes are required to maintain reliability of services, and reduce conflicts with motor vehicles.
Buses will not be permitted to travel at speeds greater than the posted speed limits.

Both DRT and TTC services will be using the bus lanes and servicing all stops along Ellesmere Rd, improving transit options and reliability for all residents of Scarborough.

We understand that transit demand increases further west along Ellesmere Road toward Scarborough Centre. Therefore some buses may be less full at the eastern end of Ellesmere Road where they are near the end of the route. However, this corridor connects people and employment across Scarborough and Durham Region. TTC and DRT regularly monitor and collect ridership information as well as forecast future ridership.
Ridership was a key factor in the Initial Business Case which confirmed the project as a worthwhile investment for the next stages of planning, and is a key input into this current work.

Over the last several months, COVID-19 has had a large impact on travel patterns. While there is

uncertainty surrounding the "new normal", we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. The region will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.

Our next round of public consultation is scheduled for the fall 2020 where we will share an updated design and results of the technical and environmental studies we have completed to date. The consultation will be virtual and hosted on the project website https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: September 2, 2020 8:24 PM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: Re: Office of MPP Vijay Thanigasalam - RE: Ellesmere Corridor

Hi Tas,
Thank you for your email.
I am fine with you forwarding on my email to Metrolinx and ministry of transport. I have taken a brief look at the PDF you attached and I'm interested if the projection of numbers will be re-evaluated for 2041 following Covid-19 and how remote working from home may be with us to stay following the pandemic and how this will shape future demands on the transit systems.

I also noticed that the goal of this project is to link the city centre of Durham to Scarborough centre, however, I find it interesting that the part of Ellesmere road where the plan for the dedicated bus lanes is the part that has relatively lower traffic. One would think that it would be from Markham road to McCowan road where the traffic accumulates that would be the priority for dedicated bus lanes and not where the flow of traffic is low.

Please do forward on the above comments as well.

Thank you
[redacted]

From: [redacted]
Sent: September 1, 2020 10:38 AM
To: Thanisgasalamco, Vijay <vijay.thanigasalamco@pc.ola.org>
Subject: Ellesmere Corridor

Hi Vijay
I'm writing about my concerns with the Ellesmere Corridor plan which I read about in the villager.
I'm not sure why this is plan is being considered in the first place as the traffic on Ellesmere road between Kingston Road and Military Trail is light even during rush hour. Currently express Durham buses use this road to go to the University and they fly down Ellesmere Road, so I'm not sure how much faster they would move in dedicated bus lanes.
I live just east of the UofT campus, a 15 minute walk from the campus, and feel that TTC services into my area are poor. I wouldn't mind construction and disruption if it were going to benefit my use of TTC and give me greater access to Toronto but to tear up the roads and disrupt traffic flow etc for Durham residents and we can't even access these services is unfair to the community.
The buses that do pass by, they don't seem that full. I'm also curious as to the current ridership and the demand for this service.

Thank you
[redacted]

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
Date: October 9, 2020 11:50:15 AM
Attachments: TZS_2020-10-09_EllesmereRdBusiness.pdf

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, October 9, 2020 11:49 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David <david.hopper@parsons.com>
Cc: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session

Thank you to everyone who was able to participate in the meeting this morning.
We appreciate your time and active involvement.

Attached for your review are the slides presented.
Broader public consultation is planned for November 2020, as we continue to develop the preliminary design.

You can review additional project material at: www.metrolinxengage.com/dsbrt

If you have any questions, you can reach us at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group

cc. Kristin Demasi, Metrolinx Project Manager

-----Original Appointment-----
From: Margaret Parkhill
Sent: Tuesday, September 29, 2020 5:10 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David (david.hopper@parsons.com)
Cc: [redacted]
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project. We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at:
www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group



From: Hailey McWilliam
To: [redacted]
Subject: FW: Bus lanes
Date: December 22, 2020 11:59:17 AM
Attachments: CPG_DSBRT_C1-001_ROLLPLAN-TOR-001.pdf

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, December 22, 2020 11:56 AM
To: [redacted]
Subject: RE: Bus lanes

Hi [redacted]

Attached is a drawing of the preferred design at Ellesmere Rd. You can also find it on the website https://www.metrolinxengage.com/sites/default/files/toronto_2020-11-12.pdf

As the bus lanes are in the middle of the road left turns will be restricted to the traffic light and a left turn lane is shown on the drawing.

We are happy to meet with you in the new year if you have additional questions or would like more information.

Thank you

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: October-09-20 12:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Bus lanes

Are the designated bus lanes located near the curb in both directions? Will the ability to turn into a property either eastbound or westbound be affected by your proposed plan? We are at a light and wonder if our access will be affected. [redacted]

Sent from my BlackBerry - the most secure mobile device - via the Rogers Network

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
Date: October 19, 2020 12:37:33 PM

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, October 19, 2020 12:31 PM
To: Durham Region Cycling Coalition <[redacted]
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: RE: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Hi [redacted]
Yes, we would be happy to meet with the DRCC and local Cycling/AT committee representatives.
We can host the video meeting on Microsoft Teams, which will enable us to look at the corridor to aid the discussion.
Would you prefer to meet during the weekday or early evening?

Please let me know some dates/times that work for your group,
Thanks,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Durham Region Cycling Coalition <[redacted]
Sent: Friday, September 25, 2020 9:13 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com
Subject: Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Margaret,

First thanks for reaching out to us.

We do understand that we are getting back to you late.

I have a few members of DRCC and local Cycling/AT Committee members that would like to participate in a video meeting to discuss this project. Is your offer to meet up virtually still available?

Most of us had previously attended your public open houses, plus *early in the process* provided comments via several different mechanisms. Our interests are primarily "Cycling focused", but some questions might be about general safety from all Active Transportation users perspective, including pedestrians.

We have been following the project status and see a few possible concerns from the Toronto boarder and gateway to Durham (through the Rouge Valley), through your pinch points like Ajax (Pickering Village) and Whitby's downtown. Specifically how you plan to keep the cycling infrastructure continuous, interconnected with local infrastructure and safe, to mention just a few thoughts.

Let me know if your offer to have a video chat still stands, and if so, we can work on scheduling such a meeting.

Thanks again [redacted] for DRCC

On Wed, Jul 29, 2020, 9:59 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Dear Durham Region Cycling Coalition,
>
> Please see the attached newsletter for a project update on the Durham-Scarborough Bus Rapid Transit project.
>
> We appreciate Durham Region Cycling Coalition's involvement in the project this far, including attending the public meetings. Since the public meetings held in November 2019, work has advanced on the preliminary design.
>
> We would be happy to set up a virtual meeting with you to discuss the project and answer any questions you may have. As part of the meeting, we could review and discuss the active transportation facilities proposed as part of the Durham-Scarborough Bus Rapid Transit project.
>
> If you are interested in meeting, please respond with your availability.
>
> Regards,
> Margaret Parkhill, P.Eng.
> Consultant Project Manager
> IBI Group
>
> cc: Kristin Demasi, Project Manager, Metrolinx

From: [redacted]
To: DSBRT
Subject: Durham-Scarborough Bus Rapid Transit
Date: October 23, 2020 10:19:37 PM

Hello
Have been following your information on the proposed subject. I have lived in this neighbourhood for over 30 years. The buses from Durham has been using this Ellesmere road route with so few passengers for many years. The number of buses and the frequency from observation does not need any improvement.

If Metrolinx wants to put more buses on the road to the university, when the subdivision was developed in the early eighties, the conservative government at Queen's Park, left 90 feet along the 401 highway from Scarborough Town Centre with expectations to link Scarborough with Pickering, Ajax, Whitby by rapid transit using this space set aside.
Since the last fare is to Port Union, used the under pass at Meadowvale to connect to the space set aside from Meadowvale to Conlins Road , exit on to the U of T property.
If you want to reduce the congestion, build a terminal, do that local resident can take advantage of the connections. Why mess up
a quiet neighbourhood but I take it only in Scarborough. Just look at the Type and quality of the bus stops on Ellington Ave east from Victoria Park, compared to those west of Victoria Park.

Sent from my iPad [redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team
Date: November 26, 2020 10:21:17 AM

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 10:17 AM
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team

Hi [redacted]

You have been added to the mailing list

Thanks
Kristin

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: November-04-20 10:56 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Wednesday, November 4, 2020 - 10:56
Submitted by anonymous user: 208.127.145.95
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Contact List

Message:
Hi there,
Could you please add me to your contact list.
Many thanks,[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/17798

Facebook Twitter Instagram

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Add to mailing let
Date: November 13, 2020 1:50:08 PM

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, November 13, 2020 1:49 PM
To: [redacted]
Subject: RE: Add to mailing let

Hi [redacted]
We will add you to the mailing list.

Our next round of public engagement begins Monday 16th November . Please check out the link below for the info
www.metrolinxengage.com/dsbrt

Have a good weekend
Thanks
Kristin

From: [redacted]
Sent: November-06-20 1:43 PM
To: DSBRT
Subject: Add to mailing let

Since this concerns my property I would like to b added to all future updates
[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: DSBRT Phone Call
Date: November 12, 2020 10:32:58 AM

Track and file please

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Thursday, November 12, 2020 10:32 AM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: DSBRT Phone Call

Hi Hailey and Margaret

I spoke to [redacted]

He expressed concerns with constructing a bus highway along Ellesmere Rd for the 1km stretch. His main concerns around removal of trees which would impact the residential feel of the street.
Other concerns were loss of parking if we take the ROW
I encouraged them to read through the material at the PIC and send in feedback.

Can you please send the PDF package (once approved), To him at

[redacted]

Also add him to the email list

[redacted]

Thanks
Kristin

From: Hailey McWilliam
To: [redacted]
Subject: FW: Metrolinx Survey on BRT
Date: December 22, 2020 12:39:11 PM
Attachments: image001.png

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Tuesday, December 22, 2020 12:35 PM
To: [redacted]
Subject: RE: Metrolinx Survey on BRT

Good afternoon

Please go to the following link for the survey:
https://www metrolinxengage com/en/content/whitby

The survey link has been extended until January 10 2021

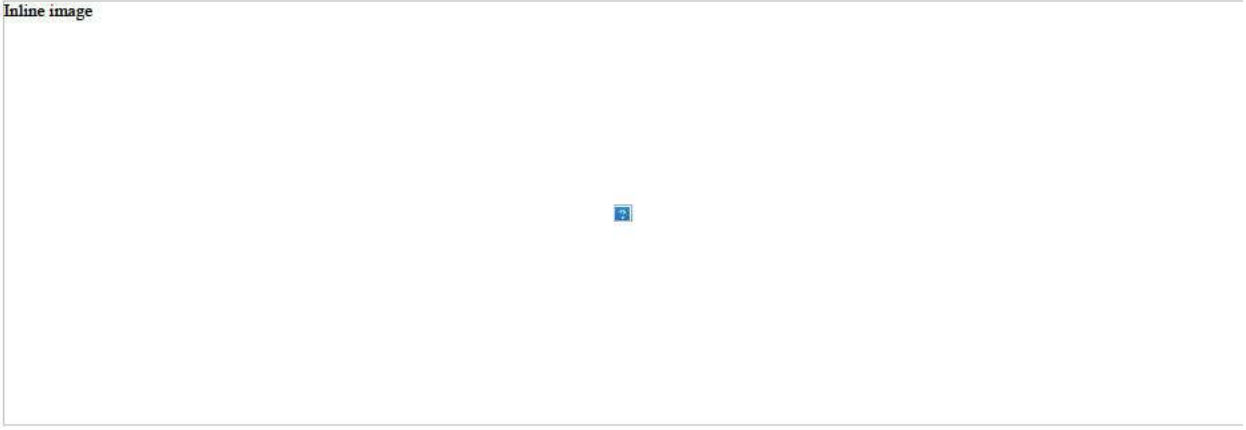
Thank you
The Durham-Scarborough BRT Project Team

[redacted]
Sent: November-13-20 9:57 PM
To: DSBRT <DSBRT@metrolinx com>; communications@whitby ca
Subject: Metrolinx Survey on BRT

I really wanted to contribute the the MetroLinx survey on the BRT between Durham and Scarborough

However, when I tried to add my comments about pinchpoints, I see that submissions are closed

Inline image



This hardly counts as public consultation, if the public can't submit their views in your survey, ON THE DAY IT WAS RECEIVED

C'mon guys Seriously?

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team
Date: November 26, 2020 10:20:54 AM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 10:16 AM
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team

Hi [redacted]

The link is up and running. Please let us know if you are still having problems accessing www.metrolinxengage.com/dsbrt

Click on the preliminary design for a municipality and there is a survey option as well.

Thanks,
Kristin

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: November-16-20 4:19 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Monday, November 16, 2020 - 16:19
Submitted by anonymous user: 2607:fea8:5ae1:3000:840b:123e:c84d:a4c0
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Scarborough - Durham Line Survey not accepting submissions
Message: Your Scarborough - Durham Line Survey is not accepting submissions. How am I able to participate?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/17885

Facebook Twitter Instagram

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 16, 2020 8:13:48 PM

Hello,

Submitted on Monday, November 16, 2020 - 20:13
Submitted by anonymous user: 2607:fea8:7b80:1e:9058:b5db:a1be:7f26
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: BRT Stop Design

Message:

I have a concern with regard to the design for the BRT Stops. I am concerned that level boarding platforms for buses while may seem great for accessibility may not be better than a kneeling bus or ramp deployment. The reason that I say this is that in many instances where level boarding platforms has been implemented using low floor buses it has required the vehicles to slow down to a crawl in order to properly dock with the level platform.
Also the Durham Region Stops are proposed to have platforms that will be fully enclosed and require buses to align their doors to the same place at each stop, this may also require buses to crawl through stations. This proposal may also limit future fleet expansion as the doors from one vehicle manufacturer may not be completely aligned with the doors or another vehicle manufacturer (Novabus LFS Artic vs. the New Flyer XD60 do not have the same door placements). In addition to this in wet, icy or snowy conditions buses may have even more trouble aligning the doors.
*Also I posted this in the Ask a Question section and did not realize it was going to be posted publicly, if possible please delete that question from there.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/17893

Facebook Twitter Instagram

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the Project Team
Date: November 17, 2020 10:05:23 AM

Hello,

Submitted on Tuesday, November 17, 2020 - 10:05
Submitted by anonymous user: 2607:fea8:341f:f51b:40a7:676b:18be:f61e
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Ellesmere Rd. 'pinch point' -- Military Trail to Meadowvale

Message:
Beyond the obvious inconvenience for homeowners making a left turn into their driveways, I have a greater concern about the impact your 'preferred' plan has on the general neighborhood. The stretch of Ellesmere from Military Trail to Meadowvale and beyond is a residential community. Adding a center median will significantly alter the look of the neighborhood and, I fear, depress property values. As it is, Ellesmere is a bumpy road sitting, I am told, on a high water table. Already, the increased bus traffic has increased vibrations caused by TTC and Pulse buses coming through. While I can understand the desire to increase public transit and all its requisite benefits, I don't see it achieving it this in this 'pinch point'. Beyond students going to and from the Scarborough College campuses, I don't see anyone else on those buses going to and from Durham region. Moreover, adding a center median in the pinch point will not speed up traffic as there is almost no one on the buses coming along Ellesmere between Kingston Rd and the university as it is and general car traffic is light. I understand your desire to improve transportation on Ellesmere along Morningside to the Scarborough Town center. There is far more traffic flowing which tends to slow public transit, particularly during rush hour periods. But east of Military Trail, there is no such problem, so I don't see the logic in spending money increasing lanes from 4 to 6 and building these eye-sore median lanes with their property-value depreciating effects. It's all fine and well for Ontario public servants to make plans but it's another thing to be a homeowner who stands only to lose. We absorb 'cons' you've not even identified in your "Pro/Con" analysis. I'm not sure your cost/benefit analysis has factored into the equation the negative externalities we homeowners along your 'pinch point' must absorb. And, for what? A little time saved? How much time? Seconds? Really? Time to rethink your preferred option. My advice is to repave Ellesmere from Military Trail eastward to where it ends and reduce the vibrations we have to endure from buses coming through and keep all else the same. It'll be smoother on your riders and keep buses moving at the speed limit.

Moreover, I'm not convinced the Ellesmere 'pinch point' is the best route to connect Durham to Scarborough College and Ellesmere to the west. Consider this: Durham buses coming eastward along Kingston Rd. NOT turn right onto Ellesmere (which is a difficult turn, by the way) but, rather, continue along Kingston Rd., through Highland Creek village to Military Trail where they turn right and proceed to the university. After they've dropped the few people they carry there, they make a left onto Ellesmere and continue to the Town Centre or else turn around at the loop and go back whence they came. I'm sure you've thought about it and maybe I'm missing something.

Consider ALL COSTS and rethink what you see as BENEFITS. I'm not sure the latter outweigh the former.

[redacted]

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/17894

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F om [redacted]
To [redacted]
Subject [redacted] Lite ng v llage
Date Janua y 14 2021 11 36 33 AM

Track and file

- --Original Message----
From: DSRRT <DSRRT@morrellcc.com>
Sent: Thursday, January 1 2021 11:56 AM
To: Pe rick Mangin <pa rick[redacted]
Subject: RE: Inquest in pickle ng v llage

H [redacted]

We hope you ha e had a chance to re iew he design docu ngs for A ro- located here
ht ps://emeld1.cadmksbx.protection.ou look.com/?url=https%3A%2F%2Fwww.no rellcmengage.com%2Fui ue%2Fdefault%2FFiles%2Fajac_2020-11-12.pdf&data=04%7C01%7C[redacted]@hgcmp.com%7C813cf534de02 07fa1608d8b8ada6 59%7C9065f1a1f071 fb5f596d51eaaf1ada%7C0%7C0%7C637 62 0315243851%7CUnknown%7CTWFpbGZsb3d8eyJWIjo3M C wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sda a=%2FYFWz1%2F9CC5H 1ZE3bUBnoowfdu3XZ1HEiDAkmqY%3D&reser ed=0

As you can see we a e propos ng modles trans t lions through Ajax w th some changes to he orint ng t affic lanes in P shering Vi lage.
The design will also ins nore accessible sidewalks and ded ca ed cyclistsalk ian paths.

Please let us know if you ha e addi tional questions or would like more informat on.

Thank you
E info

- --Original Message----
From: [redacted]
Sent: Tue sday J 28 26 PM
To: DSRRT <DSRRT@morrellcc.com>
Subject: Inquest in pickle ng Village

Hi Kris en
I was just wonder ng about the inquest in pickering Village. Has only been not on road to church street.
Thanks
[redacted]

Sent from my iPhone

From: [redacted]
To: DSBRT
Subject: Comments re Whitby - Durham Transit Plan
Date: November 16, 2020 10:58:58 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

Hi: we are property owners in Downtown Whitby and have a few commercial tenants there (2 buildings and 4 commercial tenants on [redacted]). I was invited to attend Public Information Center Number 3 purportedly starting today, but it doesn't seem to work, so I am providing you with comments/questions via this email.

Our tenants and we are very concerned with removal of parking in the downtown core. It affects the tenants greatly. I would assume that you could locate any transit stops either east or west of the actual downtown core and just leave the downtown core as-is. There is much more room and there are more lanes available just one or 2 blocks east or west. I don't see why you would need to affect parking and the businesses in the core which is really only about a block long. I think you need to really consider the effect on businesses and property owners and locating a block or two east or west should be no problem. If there is a bit of congestion for a block or two for bus traffic, that should not be a problem I would think.

Thanks for considering. [redacted]

PS: [redacted]

[redacted]

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 19, 2020 8:12:53 PM

Hello,

Submitted on Thursday, November 19, 2020 - 20:12
Submitted by anonymous user: 69.159.190.222
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Whitby rapid transit

Message:

Hello,
The section of the rapid transit through downtown Whitby is great for commuters but bad for local business. Whitby is primarily a car-based city. Most locals don't use transit. We are unfortunately not a pedastrian town
The small businesses along this stretch would go. Please divert this stretch of the rapid line south of downtown.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/17968

Facebook Twitter Instagram

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 19, 2020 1:20:49 PM

Hello,

Submitted on Thursday, November 19, 2020 - 13:20
Submitted by anonymous user: 172.97.203.131
Submitted values are:

Your name: Anonymous
Your e-mail address: [redacted]
Subject: Downtown Whitby

Message:

My first impression your plan for downtown Whitby is wrong. Vehicle traffic cannot go past Byron in the West and Green/Perry in the East. Merchants downtown will see a drop in business. Bikes moved away from downtown. A lot of money being spent on very few people that use the public transportation. Waste of money, inconvenience to vehicles wanting to pass through downtown, bike users shunted away from downtown. Bad planning.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/17937

Facebook Twitter Instagram

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 20, 2020 8:10:31 PM

Hello,

Submitted on Friday, November 20, 2020 - 20:10
Submitted by anonymous user: 2607:fea8:5ae0:113e:ad36:f840:6de7:c1eb
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Durham-Scarborough Rapid Transit Plan Proposal

Message:

Hi,
I have lived in the middle of the area in question to be redeveloped for over 10 years now and I am glad you are attempting to evolve the local road and transit systems. However, I have to say, your first attempt including this bus mall and no through traffic on why 2 at byron design has to be the worst thought through plan I have ever seen. Clearly designed by someone who has never lived or interacted with the area. I drive high way from Cochrane and Hwy2 to King and Ritson every single day and do not notice much of an issue. But if you were to stop through traffic at Byron you will effectively ruin the charm on downtown Whitby.
What you budget should really include is dollars to expropriate all the properties along hwy 2 between brock st and the library in order to properly redevelop this area once and for all. The historic charm lacks in Whitby anyways, may as well get rid of some of the crappy store fronts and make it a proper 2 lane both way hwy with a bus route down the middle like you have down in any other suburb like Markham, etc. Please reconsider.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18021

Facebook Twitter Instagram

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From: Margaret Parkhill
To: [redacted]
Cc: Hailey McWilliam
Subject: FW: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes
Date: November 23, 2020 11:25:08 AM

Track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 9:00 AM
To: Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Shari Monahar <Shari.Monahar@metrolinx.com>
Subject: FW: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes

[redacted]

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 22, 2020 11:18 AM
To: [redacted]
Cc: Internet, Council <council@whitby.ca>; Internet, Mayor <mayor@whitby.ca>; lorne.coe@pc.ola.org; [redacted] Harris, Chris <HarrisC@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes

Thank you for your thoughtful and detailed email. I have copied the staff leads for Metrolinx and DRT as well as our Clerk to ensure your concerns are thoroughly considered through the process.

Whitby would have been better served by having the BRT route on Rossland or Taunton. I raised that early in the project but the Highway 2 route works to some degree for all communities - unlike Rossland or Taunton. As is ofen the way, the project started with the easy areas in Pickering and Ajax where there is room to put many lanes of traffic. The pinch points were always going to be the problem and they have been left until the end. There are no easy choices for Whitby now because of this history.

Dundas is a Whitby road now but both the Region and Province have the authority to take over any road they like. Metrolinx has presented two basic alternatives but neither have on-street parking through the core. One is buses and cars. With no room to widen the sidewalks or protect

pedestrians, I think this would be an unsafe and uncomfortable solution and pedestrians would avoid Dundas through the core. You would end up with no pedestrians and no store-front parking which to me would be a disaster for our businesses. It is the parked cars which now make it safe for pedestrians. Remove those and you have moving vehicles right beside our narrow sidewalks. Not good.

And though both options presented have no on-street parking, people seem to be coming away from the public information sessions with the belief that we can keep on street parking. Metrolinx and DRT really need to be much more clear on the range of options.

The other is the transit mall which would turn the two car lanes into pedestrian areas for shoppers. This would be very safe and would draw people to the stores.

The "do nothing" option - meaning leave things as they are with on-street parking - is what most would support. I suspect Whitby council would support this if it is available. There may be a queue jump option that would somewhat help the buses stay on schedule. But the congestion is pretty severe - and will only get worse - during peak times so the buses would be in that congestion. The question is whether BRT and Metrolinx can live with that. If they cannot live with that and both alternatives involve removing the on-street parking, then I think we would want to do a trial on both options so we have information rather than speculation. That trial would would have to be well post-Covid when behaviours have normalized. Certainly not in 2021.

Regardless of which option is chosen, implementation is still a long ways away.

Thank you for your thoughtful input. All my best,

Don Mitchell, Mayor

> On Nov 21, 2020, at 4:25 PM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
> I was very disappointed to learn of the most recent proposal by Metrolinx to:
>
> - eliminate all traffic lanes on Hwy 2 between Byron and Perry streets and divert all traffic around downtown
> - reduce traffic lanes between Cochrane-Byron and Perry-Garden from 2 traffic lanes to 1 in each direction
>
> While transit improvement, intensification and walkability are principles we should strive for, proposals also need to provide an economic/strategic benefit that outweigh the negative impacts.

My comments and concerns are outlined below:

IT'S a HIGHWAY

- Hwy 2 is a highway and the ONLY east/west thoroughfare through downtown Whitby to Oshawa and Ajax and beyond

TRAFFIC

- the section of Hwy 2 (between Garden and Cochrane) is already a pinch-point for traffic at rush hour - we need more lanes for traffic not zero - the current proposal will make traffic in this area worse
- closing the downtown blocks will have a disastrous effect on the surrounding residential areas and businesses, including the diversion of transport trucks through residential neighbourhoods
- the negative traffic impact to nearby residential neighbourhoods will be compounded by the "no right turns" from Brock St onto Hwy 2
- we have experienced the negative traffic impacts whenever the downtown is blocked for weekend parades/carnivals - this would be exponentially worse if it were permanent during weekday rush hours
- Metrolinx' rationale that 20% will find other routes east/west like Bayly/Rossland/Taunton is illogical - if those were favourable routes, drivers would have taken them already
- it would be useful to know the volume of daily traffic that flows through downtown (both peak and non peak) vs the daily ridership of transit through downtown Whitby
- this requires a proper traffic study, not just a cell phone study

COMPARISONS (Vancouver - pop 0.7M, Ottawa - pop 1.4M, Calgary - pop 1.4M) - Whitby pop 135k

- the cities Metrolinx offered as success stories are not comparable. These cities have multiple main streets through their downtown cores - downtown Whitby only has one main street in either direction
- in addition, the cited cities are significantly larger tourist areas with vibrant entertainment/bar districts and not relevant for downtown Whitby
- Metrolinx referenced London, Ontario's (pop 0.4M) rapid transit plan however, their plan maintains at least 2 traffic lanes and adds a transit lane (on mostly one-way streets) - again, not relevant to Whitby with one main street in either direction
- the presenters made no mention of Thunder Bay (pop 150k) - its' Victoriaville Centre opened in 1980 on a main east-west artery and was the city's vision of urban renewal. However, it severed Victoria St, was under-utilized and eventually led to the economic downturn in the Fort William BIA. As a result, it was deemed a failure and council voted in October 2020 to demolish it and reopen the street. Perhaps worth reviewing this experience.

COMMUNICATION

- I have contacted a dozen of my neighbours on Reynolds/Dunlop and none of us recall receiving the letter of communication from Metrolinx and none are aware of this proposal
- I understand there have been 2 public forums, and that the most recent had 6 events within Toronto, Whitby, Pickering, Ajax and Oshawa - and only 110 participants registered in total - so communication has been completely ineffective
- this needs a proper public forum with the ability to participate during the meeting (ie., zoom meeting)

TRANSIT

- we don't have the transit density that would warrant closure of the main street to disrupt the only east/west thoroughfare through downtown
- transit is currently operating at 30% capacity - we don't know what post-covid will look like and if it will ever return to previous levels to justify this level of investment
- it would be useful to know how many buses drive along Hwy 2 in a day - are we making this investment to accommodate 5 buses, 10 buses?
- it's a large investment to accommodate a small number of transit patrons relative to the number of people that will be negatively affected (local traffic, commuters, businesses)
- Whitby is a very car-centric town and this route is not likely going to change the behaviour of any significant number of drivers

PARKING

- Metrolinx made the comment that people at gyms park as close as they can and yet made the statement that people are willing to walk - this is contradictory
- parking has been an ongoing issue for downtown business for 30+ years - this proposal will make the parking situation worse

DOWNTOWN Businesses

- diverting traffic from downtown will destroy an already struggling downtown as people, forced to avoid the downtown core, are unlikely going to stop, park and walk
- today I can park streetside for a quick takeout, a tan, pick up some flowers, my prescription glasses, run to the bank, pick up a gift, etc, etc - this elimination of streetside parking will be devastating for businesses
- people taking transit are "in transit" and not stopping to frequent local businesses - is an unrealistic assumption that business in downtown Whitby will

benefit from a transit mall
- is this what we want for our historic downtown?

WHO'S DECISION IS IT?

This proposal fundamentally changes the downtown of Whitby. As such, it should be a Town decision and not decided by the province or Metrolinx.

The proposal is may achieve Metrolinx goals but to the detriment of downtown businesses and the traffic impacts to local residents/commuters. We do need a bold vision, one that serves the benefit of transit AND the residents and businesses of Whitby.

I would ask that government representatives of Whitby strongly object to the proposed changes for the elimination and downsizing of traffic lanes in the downtown core.

Feel free to share my concerns with the leads of Metrolinx and BRT.

[redacted]

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F om [redacted]
To
Subject [redacted]
Date November 26 2020 10 18 12 AM

[redacted]

----O g ne Message ----
F om CHART <CHART@test c ec com>
Sent Thu esday November 26 2020 10 12 AM
To [redacted]
Su

Hi [redacted]
Y [redacted] ve been added to he p ojec ree ng at

If you have a ready p ease check out the p o ec s ow in ec pub c engagement s ce ool y inde ray
h tps ssen5 ssfe nke p ohost ec ool ool ssen 7
e =% tpN63A%2F%2Fwww test c ecmanage com%2Fdash nboard date=04%2F25 [redacted] 0 b g ray-cool%2Fa 1 a9663b4a4b630e6ed0fc8892 1a7c1a9c3C9049f7 a0f 7514f3cf0396d53 eed 3bAa0e%3D%3D%3C%3E%20030011018722d9c3C3 jkscool%3C7 9ff9fa9d1Ddc8d8ay3WQe hfC6ed_jAwkdDA LC2Qjv Vl ukdd LC8tT 8Qk1ha9Nv LC2EVC30Ade9%E9%3C1030dnamp alala=LaA9kl KnSQ 2CPBEd0ne Yvyn4d2T9pb4032fyV99eb%3d2dnamp ase val=t

Thank you
The De ians Sea ho ough RICT P ojec Team

----O g ne Message ----
F om [redacted]
Sen
To CHART <CHART@test c ec com>
Subject S gning

P ease s gn ow ng a ec ow ng h s ec h s p ojec

[redacted]

From: Margaret Parkhill
To: [redacted]
Cc: Hailey McWilliam
Subject: FW: Proposal Durham Scarborough Rapid Transit
Date: November 23, 2020 11:24:02 AM

Track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:59 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Shari Monahar <Shari.Monahar@metrolinx.com>
Subject: FW: Proposal Durham Scarborough Rapid Transit

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 3:56 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Harris, Chris <HarrisC@whitby.ca>; Quinn-Nilas, Andrea <quinn-nilasa@whitby.ca>
Subject: Re: Proposal Durham Scarborough Rapid Transit

Thank you for your email.
I have shared it with the staff leads for Metrolinx and DRT to ensure you concerns are reviewed through the process. I have also copied our Clerk.

All my best,

Don Mitchell, Mayor

> On Nov 21, 2020, at 2:53 PM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
> I reside on [redacted] and the changes that are being proposed , would be redirecting traffic through residential areas, we already have lots of traffic coming

along [redacted]
You should also be putting up No Heavy Trucks signs on Reynolds, it's been getting worse over the years
I am certainly against this proposal, please reconsider

Thanks
[redacted]

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Whitby
Date: November 26, 2020 10:17:53 AM

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 10:10 AM
To: [redacted]
Subject: RE: Whitby

Hi [redacted]
The survey has not closed- please go to
https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

Click on the preliminary design box for Whitby and there will be a link to the survey. You can also email your feedback to this address.

Thank- you
Kristin

[redacted]
Sent: November-21-20 12:23 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Whitby

Why is the survey closed? I would like to comment regarding the Whitby portion.
Thank you
[redacted]

From: Margaret Parkhill
To: [redacted]
Cc: Hailey McWilliam
Subject: FW: Metrolinx Downtown Whitby Streets
Date: November 23, 2020 11:23:47 AM

Track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:59 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: FW: Metrolinx Downtown Whitby Streets

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 1:21 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; Drumm, JoAnne <drummjoanne@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Metrolinx Downtown Whitby Streets

Thank you for your email.
I have copied the staff leads from Metrolinx and BRT to ensure your comments are considered through the process.
All my best,

Don Mitchell, Mayor

> On Nov 21, 2020, at 10:00 AM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
> Hello
> I am writing you to inform you I do not like the proposal from Metrolinx to change the streets in our downtown. I live at [redacted] and will be directly effected by this proposal. Closing Dundas St off to regular traffic is a bad idea. It

will reroute people through residential streets. We already have enough accidents on [redacted]. I use Dundas St all the time, and want to continue to do so. This insane proposal will destroy our downtown. Just take a drive through downtown Newmarket and see how confusing it is. I do not want my home town of Whitby destroyed by Metrolinx. Please do not approve this proposal. Leave downtown Whitby alone. It is fine the way it is.

While we are talking streets, removing the toll on highway 412 will relieve some of the traffic coming through downtown Whitby.

[redacted]

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From: Margaret Parkhill
To: [redacted]
Cc: Hailey McWilliam
Subject: FW: Proposed Metrolinx Expansion - Durham
Date: November 23, 2020 11:22:46 AM

Track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:58 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: FW: Proposed Metrolinx Expansion - Durham

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 1:20 PM
To: [redacted]
Cc: lorne.coe@pc.ola.org; Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; [redacted] Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Proposed Metrolinx Expansion - Durham

Thank you for your email.
I have copied the staff leads for Metrolinx and DRT with your comments to ensure they are considered through the process.
All my best,

Don Mitchell, Mayor

> On Nov 21, 2020, at 11:04 AM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
> Good morning,
>
> We am writing to express our concerns with the deadending of Highway 2 in Whitby to accommodate the Whitby-Scarborough Rapid Transit expansion.

We have serious concerns with the closure of Highway #2 between Perry and Bryon Streets. This closure will result in our downtown residential streets becoming major traffic thoroughfares. We note this is the only area of the entire project that completely shuts down Highway 2 putting further stress on residential streets that are already facing increased traffic with the much needed high density housing being built downtown Whitby.

Highway 2 at Brock St in Whitby is already a pinch-point for traffic going east/west - we need to maintain the flow of traffic.

As you are well aware, our downtown is already struggling and this redirect will further impact these struggling small businesses.

It is our understanding that Durham Region ridership is currently 30%. This is no doubt an incredibly expensive infrastructure project that would disrupt far many more than it would it would assist.

Our downtown historic are will be converted to a "transit mall" as described by Metrolinx. Is this what we want for Whitby?

The few times downtown has is closed to through traffic for local events is always a nightmare for traffic trying to circumvent downtown and we most certainly would not want that to be the daily norm.

We are very disappointed in the lack of communication/notification of this project. With all that we have been dealing with during Covid, it was only through a neighbour we were made aware of this proposal.

While ongoing improvements to the Town and its infrastructure are necessary, we do not feel the closure of Highway 2 is an acceptable transit alternative and hope other more acceptable means can be found.

It is our hope that Whitby Leadership can work with Metrolinx to find a much more acceptable solution.

With thanks,

[redacted]

From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 21, 2020 8:03:56 AM

Hello,

Submitted on Saturday, November 21, 2020 - 08:03
Submitted by anonymous user: 65.94.218.251
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Rapid Transit

Message:

I don't see there being enough bus traffic to justify taking out commuter options. Change the rules surrounding the lanes. Like make them carpool/HOV lanes, motorcycles permitted, and time of use. Busses only during peak hours and then regular lanes during outside of those hours. Empty buses aren't helping anyone commute faster. High Occupancy Vehicle lanes are proven to be effective and reduce the number of cars on the road. If there's a benefit to a regular commuter and encourage them to carpool then this is a solid strategy. Otherwise put in a subway line across the town's and link them to Go Transit and get people on trains.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18030

 Facebook  Twitter  Instagram

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Metrolinx Proposal
Date: January 12, 2021 3:04:51 PM

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Tuesday, January 12, 2021 3:02 PM
To: [redacted]
Subject: FW: Metrolinx Proposal

Hi [redacted]

Thanks again for your interest in the project We wanted to respond to both your emails to make sure that you received responses to all of your questions

Durham Region and Durham Region Transit are project partners, meaning they are involved in the decision-making process for the project Durham Region and Town of Whitby staff have been consulted on the proposed active transportation facilities In addition, the project team met with Durham Region Cycling Coalition members to review the proposed facilities and obtain their input Generally, the proposed active transportation facilities align with the local and regional active transportation plans Some changes were required as a result of the emerging technically preferred design, as the transit mall was not previously considered in the development of the active transportation plans

To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaced It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street

The Remembrance Day Parade, and other local events could continue to be accommodated with the implementation of the Transit Mall, however there may need to be some small changes to minimize impacts to transit and traffic

Local Durham Region Transit routes will continue to service the corridor to provide local service in between BRT stops Some routes may be revised to eliminate overlaps and provide the more efficient service

As part of this preliminary design phase, a Preliminary Design Business Case will be developed A cost estimate is being developed to support this work The Business Case evaluates the preferred design to make sure that the project remains a wise investment A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval

Regards,
Kristin Demasi

[redacted]
Sent: November 22, 2020 10:28 PM
To: Internet, Council
Subject: Metrolinx Proposal

[EXTERNAL EMAIL]

Council, a few concerns.
Has the Active Transportation Manager, and Committee looked at the proposal in regards to the approved Active Transportation Plan of 2010. The proposed bike route is not what was envisioned 10 years ago.
What impact does this proposal have on the on-street parking report that was just prepared? Can new parking spots be located when east and west bound cars are seeking alternate routes around the closed downtown core?
The Remembrance Day Parade would be severely impacted.
Will any existing Durham Transit bus routes have to be realigned?

I hear The Mayor saying now may be the time for bold action. I think it is a case of hoping that Build It, They Will Come. Certainly would be useful if there were figures of ridership on the east - west corridor. Take the ridership and divide by cost - what is the benefit?

--
[redacted]

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---

From: Hailey McWilliam
To: [redacted]
Subject: FW: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
Date: November 25, 2020 8:57:57 AM

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, November 24, 2020 4:33 PM
To: Durham Region Cycling Coalition <[redacted]
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: RE: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Hi [redacted]
Confirming Wednesday, December 9 at 7 pm works for our team.
I'll send you the meeting invite to forward to others.

Proposed agenda:

1. Introductions
2. BRT Project overview
3. Proposed preliminary design of Active Transportation facilities in Durham Region
4. Questions/ discussion
5. Next steps

Thanks,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Durham Region Cycling Coalition <[redacted]
Sent: Tuesday, November 24, 2020 1:58 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Margaret,

Thanks for the reply. It is possible to get the online meeting setup for Wednesday the 9th at 7:00pm?

I ask because the Provincial (Share the Road) Bike Summit is December 1-3 which is an all day, 3 day event (via online this year). So after a few hours of sitting and participation, many of us might be a bit tied of sitting.

Let me know.

[redacted] for DRCC

On Tue, Nov 24, 2020, 10:25 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Hi [redacted]
> Would Wednesday, December 2 at 7 pm work for DRCC?
> If yes, we will set up a Microsoft Teams on-line meeting.
> If I send the meeting link to you, can you circulate to others in the Coalition?
>
> My apologies for the delay in responding, we've been busy getting the on-line content for Public Information Centre #3: www.metrolinxengage.com/dsbrt
> Let me know,
> Margaret
>
> Margaret Parkhill
> IBI Group
> 416 596 1930 ext 61578
>
> **From:** Durham Region Cycling Coalition <[redacted]
> **Sent:** Monday, October 19, 2020 5:13 PM
> **To:** Margaret Parkhill <margaret.parkhill@ibigroup.com>
> **Cc:** DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
> **Subject:** Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
>
> Margaret,
>
> Thank you for your email.
>
> I've consulted with a few of our members and local municipalities AT/Cycling Committee members in the effected areas. We are requesting an evening virtual meeting approximately 7 pm and midweek, if possible? Maybe an hour or a bit more, with some times for Q&A?
>
> We could suggest something like next week, which gives us time to coordinate our participates.
>
> We have a few names representing the various areas that we would like to put forward, plus if are okay with it, a couple key "staff members" from the region (who are redoing their Cycling plan) or local municipalities (like Ajax/Whitby where your tricky pinch points for cycling spots are on your route).
>
> Let me know your thoughts.

[redacted] for DRCC

On Mon, Oct 19, 2020, 12:31 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Hi [redacted]
> Yes, we would be happy to meet with the DRCC and local Cycling/AT committee representatives.
> We can host the video meeting on Microsoft Teams, which will enable us to look at the corridor to aid the discussion.
> Would you prefer to meet during the weekday or early evening?
>
> Please let me know some dates/times that work for your group,
> Thanks,
> Margaret
>
> Margaret Parkhill
> IBI Group
> 416 596 1930 ext 61578
>
> **From:** Durham Region Cycling Coalition <[redacted]
> **Sent:** Friday, September 25, 2020 9:13 PM
> **To:** Margaret Parkhill <margaret.parkhill@ibigroup.com>
> **Cc:** DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com
> **Subject:** Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit
>
> Margaret,
>
> First thanks for reaching out to us.
>
> We do understand that we are getting back to you late.
>
> I have a few members of DRCC and local Cycling/AT Committee members that would like to participate in a video meeting to discuss this project. Is your offer to meet up virtually still available?
>
> Most of us had previously attended your public open houses, plus *early in the process* provided comments via several different mechanisms. Our interests are primarily "Cycling focused", but some questions might be about general safety from all Active Transportation users perspective, including pedestrians.
>
> We have been following the project status and see a few possible concerns from the Toronto boarder and gateway to Durham (through the Rouge Valley), through your pinch points like Ajax

(Pickering Village) and Whitby's downtown. Specifically how you plan to keep the cycling infrastructure continuous, interconnected with local infrastructure and safe, to mention just a few thoughts.

Let me know if your offer to have a video chat still stands, and if so, we can work on scheduling such a meeting.

Thanks again [redacted] for DRCC

On Wed, Jul 29, 2020, 9:59 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Dear Durham Region Cycling Coalition,
>
> Please see the attached newsletter for a project update on the Durham-Scarborough Bus Rapid Transit project.
>
> We appreciate Durham Region Cycling Coalition's involvement in the project this far, including attending the public meetings. Since the public meetings held in November 2019, work has advanced on the preliminary design.
>
> We would be happy to set up a virtual meeting with you to discuss the project and answer any questions you may have. As part of the meeting, we could review and discuss the active transportation facilities proposed as part of the Durham-Scarborough Bus Rapid Transit project.
>
> If you are interested in meeting, please respond with your availability.
>
> Regards,
> Margaret Parkhill, P.Eng.
> Consultant Project Manager
> IBI Group
>
> cc: Kristin Demasi, Project Manager, Metrolinx

From: Margaret Parkhill
To: [redacted]
Cc: Hailey McWilliam
Subject: FW: re downtown Whitby
Date: November 26, 2020 9:58:59 AM

Please update mailing list.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 9:58 AM
To: [redacted]
Subject: RE: re downtown Whitby

Hi [redacted]

You have been added to the project mailing list.

If you haven't already, please check out the projects website as our public engagement is currently underway.
www.metrolinxengage.com/dsbrt

Thank you
The Durham-Scarborough BRT Project Team

From: [redacted] <[redacted]
Sent: November-24-20 6:00 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: re downtown Whitby

Please add me to the email list for further information on this proposal. Thank you.
[redacted]

Virus-free. www.avg.com

From: Hailey McWilliam
To: [redacted]
Subject: FW: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit
Date: November 26, 2020 9:52:11 AM

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, November 26, 2020 9:50 AM
To: Durham Region Cycling Coalition <[redacted]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; david.dunn@durham.ca
Subject: RE: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Hi [redacted]
Yes, the proposed design for cycling facilities generally follows OTM Book 18 guidance.
This means uni-directional cycle tracks are proposed on either side of the road, not on-road bike lanes. Cycle tracks are raised to the level of the sidewalk and located in the boulevard.
In some locations the design proposes bi-directional multi-use paths on one or both sides. This might be to better connect to the surrounding network, or due to buildings or other constraints along the road.

Maps that illustrate the integration of the BRT cycling facilities to existing and planned networks are included in this PDF:
https://www.metrolinxengage.com/sites/default/files/pic3_boards_traffic_at_2020-11-12.pdf

The current preliminary design for the whole project can be viewed through an interactive map here: www.DSBRTmap.ca
And you can drop a pin to leave location-specific comments.

You can also review the preliminary design by municipality using the videos and PDFs available at the following links:
https://www.metrolinxengage.com/en/content/pickering
https://www.metrolinxengage.com/en/content/ajax
https://www.metrolinxengage.com/en/content/whitby
https://www.metrolinxengage.com/en/content/oshawa-east-turn-around

Let me know if there is any other information you'd like to see before we meet on December 9,
Regards,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Durham Region Cycling Coalition <[redacted]

Sent: Wednesday, November 25, 2020 7:04 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Margaret,

Is this attached PDF the latest design/public document? If not, please point me where we can find it, so we can pass it on to our meeting participants. We will be enquiring about the latest planning/thinking for **continuous safe cycling routes** through the "pitch points" in Durham, plus over the Rouge River in Pickering, plus Oshawa's Mary Street and the existing N/S AT/Cycling corridor on Mary. Plus questions regarding the integration of the BRT AT to existing/plus planned local and Regional Cycling networks. Also Cycle Track vs On-road/MUP, plus Cross rides type Book18 treatments (rev 01) and additional safety enhancements being considered. The existing cycling in AJax HWY 2 is completely unsafe, thus virtually no one rides there. Lastly generally about funding (i.e. will cycling corridors be funded by BRT or downloaded to Region/local municipalities?).

Just FYI - Many Durham people on bikes are still really mad/frustrated about the mess the MTO left behind with the recent 407, 412 and 418 project, which has really screwed up Durham for generations of AT/Cyclists users. Sad for 2015/17 provincial project. We are trying to avoid a repeat of that mess with BRT. That 407/ETR Project **EA** is full of cycling comments, which the MTO/Province totally trashed and ignored. EA, MTO and Province Of Ontario are bad words to use in Durham Region with cyclists. **The Ministry of Cars** is what they are called.

Several of us have cycled the York Region #7 BRT corridor.

We are looking forward to this discussion, many of us have participated in previous in person BRT meetings all across Durham.

Thanks again, [redacted] for DRCC

On Tue, Nov 24, 2020 at 4:38 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Proposed agenda:
>
> 1. Introductions
> 2. BRT Project overview
> 3. Proposed preliminary design of Active Transportation facilities in Durham Region
> 4. Questions/ discussion
> 5. Next steps
>
> ---
>
> [redacted]
>
> [redacted]

From: [redacted]
To: DSBRT
Subject: Feedback: Durham - Scarborough bus rapid transit
Date: November 26, 2020 10:18:32 PM

Hi,

I was recently directed to your request for feedback on the potential rapid transit lanes through Durham region. As a Whitby resident, and a commuter, there is nothing about eliminating car traffic in downtown Whitby that is convenient. The road is already busy, between regular commuter traffic, not to mention if there are accidents on major routes like the 401, diverting traffic would make crossing brock street next to impossible.

This would inconvenience more commuters who rely on cars than it would benefit bus traffic. The lanes would be empty a huge portion of the day.
It would eliminate top of mind awareness for retail locations throughout this stretch and majorly impact sales for small local business owners who are already struggling to deal with the impact of covid19

Sent from my iPhone

From: Hailey McWilliam
To: [redacted]
Subject: FW: metrolinx through Whitby
Date: January 14, 2021 11:49:37 AM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:48 AM
To: [redacted]
Subject: FW: metrolinx through Whitby

Hi [redacted]

Thank you for your email. We will add you to the mailing list

We are reviewing your comments and will get back to you with a response.

Thanks for your input

Kristin

From: [redacted]
Sent: November-27-20 7:33 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: metrolinx through Whitby

Hello Kristin. I am a long time resident of Whitby and want to strongly voice my objection to the proposed Metrolinx project to be built through the centre of town. I know there are traffic and transit concerns but I would rather put up with it than lose my freedom to make left and right turns from anywhere on your proposed route. If you cut me off from making some of these turns I will be losing my access to some of my favorite businesses. And quite frankly I love buying from our small stores instead of the big boxes. This is part of the charm of Whitby and one of the main reasons we moved here. Please don't change our town.

Maybe if you hadn't made a Lakeridge exit off the 401 most of the traffic congestion would not exist through town. Have you seen all the traffic? Now you want to force all those cars down our side streets instead. What a nightmare that's going to be. Would you like that down your quiet street? Why don't you look at putting it along Bayly/Victoria by the Go stations. Or maybe along Rossland . Those makes more sense to me.

I hope our politicians have more sense than to do this current proposal. Their decision will certainly impact their futures in our government. Voters don't forget big changes like this.

Please add me to the project mailing list. I will continue to speak to my friends and neighbours about this and would like to be kept informed.

From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: November 27, 2020 12:19:08 AM

Hello,

Submitted on Friday, November 27, 2020 - 00:18
Submitted by anonymous user: 2607:fea8:5ae0:1669:c19:ba1c:787f:e840
Submitted values are:

Your name: Anonymous
Your e-mail address: [redacted]
Subject: Durham Region Rapid Transit Bad Idea

Message:

Sending my opinion on the rapid transit proposal for Dundas St in Whitby. This will Destroy all of the small businesses that have already had a heavy blow from the virus. Please reconsider a way to do this elsewhere where it won't kill these businesses that we also need desperately. And who need to earn a living and not lose their life savings. Thank you.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18310

 Facebook  Twitter  Instagram

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Metrolinx Rapid Transit Project
Date: January 12, 2021 3:14:23 PM

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Tuesday, January 12, 2021 3:09 PM
To [redacted]
Subject: FW: Metrolinx Rapid Transit Project

Hi [redacted],

Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project

We understand your concern related to the loss of on-street parking in Downtown Whitby and its impact on local businesses The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaced It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street

We understand the importance of supporting local businesses We continue to meet with business owners and residents within the study area to determine business needs and how they can best be accommodated Delivery vehicles will be permitted to use dedicated spaces within the transit mall to service businesses The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby

A significant number of Whitby residents currently use transit Some people do not have the resources to own a car In fact, based on data from the Transportation Tomorrow Survey (2016), within the wards that are adjacent to Dundas Street in Whitby, 3 to 10% of households do not own a car

As transit reliability increases, more people will begin to choose transit over driving to complete some trips This shift will have a positive impact on the road network and travel times for all modes

To cost and duration of constructing the Transit Mall would be minimal, as it would be limited to sidewalk widening and adding signage and pavement markings to distinguish the dedicated transit lanes
Outside of the Transit Mall, construction become more major, as it requires widening the road to add dedicated transit lanes and requires utility relocations in some areas

The project has not yet received a full financial commitment for construction As part of this preliminary design phase, a Preliminary Design Business Case will be developed A cost estimate is being developed to support this work The Business Case evaluates the preferred design to make sure that the project remains a wise investment A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval

More information on the proposed transit mall is available on the project website: https://www metrolinxengage com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby

We are working through all the comments received as part of the recent Public Information Centre We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx com

Regards
The Durham-Scarborough BRT Project Team

From: [redacted]
Sent: November 27, 2020 5:37 PM
To: Internet, Mayor
Cc: Internet, Administrator
Subject: Metrolinx Rapid Transit Project

[EXTERNAL EMAIL]

Good evening Mayor Mitchell,

The proposed Metrolinx project gives me great concern I owned a business in downtown Whitby for many years, and have now sold that company [redacted] but purchased a home in downtown Whitby to retire in with my wife The property is on [redacted], and once I read the plans I regretted our decision There are two primary reasons for my opposition to the closure of Dundas to traffic in the core It will harm local businesses, and it will harm local residents Small businesses have a difficult time as it is in downtown Whitby, with the removal of one of the main parking lots, and the project as envisioned only worsens that Residents in downtown Whitby enjoy the access to local restaurants and businesses, but if they fail, there is no reason to live in the area We bought a home in teh area because we wanted to be part of a revival of the downtown core, but this project would cause it to die

Nobody is against rapid transit, everybody would agree that in a perfect world we all would get out of our cars and use public transit whenever possible But this is Whitby, not downtown Toronto We need cars for grocery shopping, getting to work, recreation etc Our necessary services are not all within walking distance, and are not reasonably accessible via transit When we were looking for a condominium in the area we looked at Sailwinds and the other projects in the south end, we looked at the new projects like Station 3 as they were being proposed We bought at 110 Mary because it was one of the only options that offered parking for two cars Although living in downtown Whitby allows us to walk to many places, and that is one of the primary reasons we bought there, the reality of the situation is that my wife and I both have cars She will be working for another year or two in an area that is totally inaccessible by public transit, and I require a car for getting to my golf games, my volunteer activities and so forth when she is at work

We support a transit corridor, we absolutely do not support the closure of Dundas to traffic Although it may be some sort of an idealized solution in some world that is 50 years away, it is not good for Whitby businesses, it is not good for Whitby residents

Should the project proceed in this form, extensive roadworks would be required to accommodate changing traffic patterns Who pays for this? Is it even possible from an engineering standpoint? It would be doubly infuriating if a project that is unwanted by locals would result in an increase in taxes

From my conversations with local residents and businesses to date, I am unaware of anyone that is in favour of the project in this form Council needs to set aside idealism and act according to the wishes of its citizens

[redacted]

[redacted]



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F om [redacted]
To [redacted]
Subject [redacted]
Date Janua y 12 2021 3 06 43 M

Track and file

- --Original Message----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:06 PM
T [redacted]
Subject: F: Metrolinx

H [redacted]

Thank you for your questions on the Durham-Scarborough Bus Rapid Transit project.

The purpose of he DS BRT is to impro e mt ability of transit ser ice and pro ide bet er connect ons o people and jobs in Durham Region and Sca borough. Dedicated transit lanes are p oposed to impro e effi ciency and reliab ility. Transit riders will benefit hrough more rel iable ra el imes and dri ers wi l benefit as they will not be delayed by buses n the curb lanes. DRT TTC and GO buses will be able o ut ilize the ded ca ed bus lanes.

The Durham-Scarborough Bus Rapid T ansit project will pro ide upgrades o he exi s 36 kilometre corridor by removing infras uc ture imp o ing ac l e transportation facili ies and enhancing the streetscape. Cycl ng facil ties and imp o ed sidewalks including filling n missing segments along the corridor wi l encourage more walking and cycling. Whi le residen s will realize these benefits including an expanded public realm between Byron Street and Grand Street o help animate Dundas Street and a transi people to ha Downtown.

A significant number of Whitby residents currently use transit. The p oject will impro e ser ice for ex s ing and new riders reduc ng the demand for auto tra el which also has gene al benefits to the commun ty.

The project is currently n the preli m nary design phase. As part of h s phase he project is undergoing an en vironm al assessment called the Transit Project Assessment Process. The en vironmental assessment s an ticipa ed o be comple ed s late 2021. Af er the project wi l ad vance to de a l design prior o construc ion.

The project has not yet recei ed a full financial commitment for cons ruct on. As part of this prelim nary design phase a P ellmina y Dra ft Business Case will be de eloped. A cost es imate is being de eloped to support his wo k. The Business Case a ddresses the prelim ed design to make sure that he project remains a viable i vestment. A draft of the Pre liminary Design Business Case will be a vailable for publ c re ew at Publ c Informat on Centre # planned for mid-2021.

The Preliminary Design Bus ness Case s the next step towards ecei ing final ag for procurement and construc ion. Segments of the corr dor in Durham Region w ll be cons ructed as part of he lo ser ing in Canada Infrastruc ure Prog ram subject to Federal Appro al.

More info rmat on a s available on the pro ect websi e https / can01.safel ink.protec tion.outlook.com/?url=https%3A%2F%2Fwww.rollcallengage.com%2Fen%2Fengagement- s tail- ar%2Fdurham-scarborough-bus- apid-transit-public-informat on-cent e-Meeting date=0 %7C01%7C [redacted] 0f4ngroup.com%7Cc17a b8d63f9 35bcdcd0d8b75595f8b%2C9001d1a33771 fb7f0596451aaaf18ada%2C0%7C0%7C637 607880322021827%7CUnknown%7CTWFpbGZsb3dpbmRvd3M zIjoiMC wLjAwMDAiLCJQIjoiV2luMzIiLCJBT WIiOiIuMail ilZCVCI6Mn0%3D%7C1000&amp sdata=sMLLfn%2BdeOrumxOJFQnaF7jYRAN2IBHPSnajaeYz90LO U%3D&amp reser ed=0

We are work ng through all the commen s recei ed as part of he recent Public Information Cen re. We also ha e addi tional council a ion planned for 2021 and you can connect with the pro ect team at any time by emailing dsbrt@me rolinx.com.

Regards
The Durham-Scarborough BRT Pro ect Team.

- --Original Message----
From: [redacted]
Sent: Mon day, J anua y 11, 2021 2 :3 PM
To: Internet Mayor
Cc: Ellis Heather
Subject: Re: Metrolinx

[EXTERNAL EMA L]

Don

Thanks for the ema l - but I don't h nk you answered the question. What is he point of this? How does this benefit Wh tby? How far along s this projec ? Is th s a sure thing? Or are they simply p opos ng it? what w ll t cost and who w ll pay for it?

[redacted]

> On No 27 2020 at 2 30 PM In ernet Council <council@pbl by.ca> wrote
>
> Thank you for your email. The preferred alterna i e presented by Metrolinx for Bus Rapid Transit on Dundas Street through the historic com has grasses ed a lot of interest and attention. Appropriately so as whate er solution is adop ed w ll impact our downtown for decades.
>
> Council has di scted add tional consultation with Metrolinx. In addi ion I am presen ly organizing a town hall wh ch I hope will be a useful d scussion about future opt ons and oppor unit es. I will ask hat you be ema led di rectly with details about the town hall when hey are a vailable.
>
> All my best.
> Don M tchell Mayor
>
>
> --- -Original Message ---
> From: [redacted]
> Sent: No ember 2 2020 1 :36 PM
> To: In e net Mayor
> Subject: Metrolinx
>
> [EXTERNAL EMAIL]
>
>
> Mayor Don (not o he sed aggressi ely or angrily .. I'm just curious) With respect to the transit route down own what is the po nt of this? To d ecourage dri ing and to get people to take trans t? Do you think this wi l att act business? Isn't Wh tby's #1 issue property taxes? When you ha e people who ha e li ed o Whitby a l hair li es mo ing when hey ret e because hey can't afford the property taxes that's a big problem. Is this go ng to help the property tax issue? I guess I don't see what's in it for Wh tby.
>
> Thanks
>
[redacted]

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Brock Street Metrolinx
Date: January 12, 2021 3:21:18 PM

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Tuesday, January 12, 2021 3:15 PM
To: [redacted]
Subject: FW: Brock Street Metrolinx

Hi [redacted]

Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project We understand your concerns related to the Transit Mall s impact on traffic

A traffic analysis being completed for the project We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby To be categorized as a trip that travels through Whitby , the trip must begin and end outside of Whitby For these longer trips, drivers will divert to other arterial roads

46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby For the more local trips, traffic will redistribute on local streets This will result in some minor increases in traffic on local roads

The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough Dedicated transit lanes are proposed to improve efficiency and reliability Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes DRT, TTC and GO buses will be able to utilize the dedicated bus lanes to provide a more wide-scale reduction in transit travel times

A significant number of Whitby residents currently use transit Based on data from the Transportation Tomorrow Survey (2016), within the Whitby wards adjacent to Dundas Street, 3 to 10% of households do not own a car As transit reliability increases, more people will begin to choose transit over driving to complete some trips This shift will have a positive impact on the road network and travel times for all modes

More information is available on the project website: https://www metrolinxengage com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

We are working through all the comments received as part of the recent Public Information Centre We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx com

Regards
The Durham-Scarborough BRT Project Team

From: [redacted]
Sent: November 30, 2020 7:29 AM
To: Internet, Mayor
Cc: chair@durham.ca; Newman, Deidre
Subject: Brock Street Metrolinx

[EXTERNAL EMAIL]

My household is just floored you'd support such an absurd design for Brock st A pedestrian mall for buses would be barely used while so much volume of traffic would be backlogged as it tries to turn onto side streets

This is a terrible design Whatever consultant or person came up with this should be fired Elections are coming - don't forget that

Hwy 2 is a major artery You stop that flow, and a backlog of traffic will occur Including the buses that would be on that route

Neighborhood groups are sounding the alarm Not any positive comments in it

Stop this design

https://www metrolinxengage com/en/content/whitby

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---

From: [redacted]
To: DSBRT
Subject: Rapid transit
Date: November 30, 2020 8:33:48 AM

Good morning.
I have given your proposal alot of thought on paper it wirks out great, however in reality not so much. I am not sending you an email to shot everything down iam going to give you almost 40 years of driving experience,
First you have been given a large sum of money from the federal government. Don't spend it like a drunken salor, invest it into technology that will be more useful for you. In the future. As you know pickering, Ajax,Whitby, are expanding at an alarming rate. If your heart is set on going through these places then could you consider moving the project a little north to Roseland,the reason is Hwy#2 is supper busy with cars and busses at the moment. It will only get worse, i would like to let know more but the fact that I am a truck driver is limiting my time.
Thanks in advance [redacted]
Iam a resident of Whitby since 2001

F om
To
Subject [redacted] qpoint fo Dundas/B ock Bus ness
Date Janua y 12 2021 3 21 33 M

T ack and f c
---- O g na Mes age ----
F om DSBRT <DSBRT@mat o nx com>
Sent Tuesday Janua y 12 2021 3 18 PM
To [redacted]
Subject [redacted] qpoua fo Dundas B ock Bus ness

Thank you fo p ov d ng nput on the Du ham-Sca bo ough Bus Rap d T ans t p o ect We unde stand you conce ns e ated to he T ans t Ma s mpact on t aff c

A t aff c ans ys e be ng comp e ed fo the p o ect We a e n he f ma stages of he ana ys s wh ch w dete m ne how t aff c pat e ns w change w th the mp emen at on of the BRT Based on he p e m na y ons to we have dete m ned that on y 20% of t a f c uses Dundas St eet w th n Down own Wh thy to t ave h ough Wh thy To be ca ego zed as a t p hat t ave s th ough Wh thy the t p must beg n and end outs de of Wh by Fo hese enge t ps d ve s w d vet o othe a te a ends

46% of t ps a e cons de ed mod um d stance t ps and the ema n ng 34% of t ps beg n o end n Downtown Wh thy Fo the mo e oca t ps t aff c w ed st bu e on oca st eets Th s w ous t n some m no ne ases n t aff c on oca ends

A modes w st be ab e to acce s the Downtown Bu es eme gency se v ce veh c es and se v ce and de ve y veh c es w be pe m tted to use the ded cated t ans t anes n the T ans t Ma D ve s w access Downtown th ough othe east west st eets such as Ma y and Co be ne St eet w th m n ma mpac s

Mo e nfo mat on on the p oposed t ans t ma s ava ab e on the p oject webs c ht ps cam01 safe nks p otect on out ook com ?u =https%3A 2F%2Fwww mat o nxengage com%2Fen%2Fcontent%2Fp opo ed t ans -and-pede t an ma downtown-wh thy&amp data=04%7C01 [redacted] 40 b g eup com%7C59408e7d4aa59498ac25 08d8b737a6bf%7C9093f1a387714fb7859fd51eecf1fcda%7C0%7C0%7C637460796929957266%7CUnknown%7CTWFpbGZsb3dSey JWIjo MC4wLjAwMDA LCJQI o V2 xMzI LCJBT 6 kIhaWw LCJXVC bMmf%3D%7C1000&amp sdata=zZTMZ3Ex0fyJb%2B a2V2wCDUWvV8G%2B4IQMi9pDL3m0hBM%3D&amp ese ved=0

Rega ds
The Du ham-Sca bo ough BRT P o ect Team

---- O g na Mes age ----
F om [redacted] [mailto:[redacted]
Sent Wednesday Ap 28 2021 Fe 27 PM
To Inte nal Comac
Subject Met o ng P oposa fo Dundas B ock Bus nesses

[EXTERNAL EMAIL]

The Met o nx p oposa to c ose Dundas B ock n e sect on to on y bu es s a m stake as p esented and s not fo good of Wh thy I am to a y aga nst h s It w on y accomodate peop e t ave ng th ough Wh thy We must f nd a way to a ow a veh c es to be ab e to t ave to and h ough the downtown a ea P ease do not a ow th s Met o x p oposa to go th ough as p esen ed t w k the downtown a ea and ota y unpat a es dents of Wh by P ease put a top to th s

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From: Hailey McWilliam
To: [redacted]
Subject: FW: Phone call for consultation
Date: November 30, 2020 8:58:33 PM

Track and file
-----Original Message-----
From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Monday, November 30, 2020 5:19 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david hopper@parsons.com>
Subject: Phone call for consultation

Hi Hailey

I spoke with [redacted] today. He lives at [redacted] and wanted to pass on his concerns with construction.
Previous construction of bus lanes in Ajax resulted in a lot of dust on his property and unsafe standing conditions at the bus stop when contractors were onsite. He is a bus customer.
I explained that we are still in the planning phases and construction is still a few years away. Metrolinx will ensure a detailed construction plan is completed.

Other concerns were related to changes to go bus 92 and 96 transferring at Scarborough centre.
Also wanted to tell us that he hopes Metrolinx does more virtual meetings - meeting last year at abilities centre in whitby with Phil v was focused on rail customers and he wasn't able to ask any bus related questions

Thanks
Kristin

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Durham-Scarborough Bus Rapid Transit PIC #3 Comments

My comments for the Durham-Scarborough Bus Rapid Transit (DSBRT) PIC#3 are as follows.

1. One of the climate change resilience measures mentioned in PIC #3 is "Increasing the size and capacity of structures and culverts to accommodate greater storm events. Extreme storm events are being considered during hydraulic analysis of structures and culverts to identify characteristics of spill flow and the limit of regulatory floodway."

   According to reports from a number of credible sources, climate models and their derivatives have gravely underestimated the pace of climate change and its consequent destructive impacts. A few examples of this underestimation can be investigated at the following links:

   a) https://blogs.scientificamerican.com/observations/scientists-have-been-underestimating-the-pace-of-climate-change/
   b) https://www.scientificamerican.com/article/climate-science-predictions-prove-too-conservative/
   c) https://www.scientificamerican.com/article/how-the-ipcc-underestimated-climate-change/
   d) https://www.bbc.com/news/science-environment-49689018
   e) https://www.nytimes.com/2019/11/08/opinion/sunday/science-climate-change.html
   f) https://www.nbcnews.com/science/environment/climate-change-models-predicted-ocean-currents-would-speed-not-soon-n1135176
   g) https://www.scientificamerican.com/article/in-just-10-years-warming-has-increased-the-odds-of-disasters/

   Are the DSBRT studies and analyses taking the conservative bias of the climate models and their derivatives into account? If not, DSBRT climate change resilience measures may be significantly inadequate.

2. I have not been able to find reference to bird-friendly building design in any of the DSBRT PIC #3 presentation materials. Approximately 25 million birds are killed by colliding with buildings (glass or plastic glazing) in Canada annually. Across the U.S., the estimated number of migrating birds killed annually in collisions with buildings ranges from 365 and 988 million. In consideration of the fact that Earth's biodiversity is in serious decline and is in the midst of a sixth mass extinction, every means possible should be pursued by the DSBRT project to minimize hazards, injury and death to all species, including birds. See information at the following links:

   a) https://flap.org/
   b) http://www.ace-eco.org/vol8/iss2/art6/
   c) https://abcbirds.org/blog/truth-about-birds-and-glass-collisions
   d) https://www.pnas.org/content/117/24/13596

It should be mandatory to include bird-friendly building design to deter bird collisions with any DSBRT structures, windows and panels (bus shelters, garages, office buildings, bridges, communication towers, etc). I recommend the following:

- The Canadian Standards Association and the Standards Council of Canada have developed and issued CSA A460:19 Bird-Friendly Building Design standard. The DSBRT project should fully comply with CSA A460:19 in all municipalities involved with the project.
- If CSA A460:19 is revised to a higher standard, then the DSBRT project should fully comply with the higher standard.
- The DSBRT website and panel boards for future PIC sessions should indicate full compliance with CSA A460:19.

From: Hailey McWilliam
To: [redacted]
Subject: FW: Durham-Scarborough BRT - Notice of Public Information Centre #3
Date: December 2, 2020 9:43:30 AM

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, December 2, 2020 9:41 AM
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - Notice of Public Information Centre #3

Good morning [redacted]
Confirming that your email and the attachment was received.
The project team will review your comments, and all comments will become part of the public record.

We have also added your email to the project mailing list.
Thanks for your interest in the Durham-Scarborough Bus Rapid Transit project,

Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

From: [redacted]
Sent: Tuesday, December 1, 2020 11:35 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi Margaret,

I emailed my comments (as an attachment) regarding the DSBRT PIC#3 to the Metrolinx email address (DSBRT@metrolinx.com) on November 24, 2020. I requested an email acknowledging receipt of my comments but have not received any response yet. I contacted Kristin Demasi at Metrolinx by telephone on November 26, 2020. Kristin was not able to find my email. She asked me to send the email with the attachment to her email address (kristin.demasi@metrolinx.com). I did so and again requested an email acknowledging receipt of my comments but have not received any response yet. Perhaps the Metrolinx mail server is blocking my emails (possibly a problem with the attachment?).

I am sending this email to you with my comments attached regarding the DSBRT PIC#3 . I have changed the format of the attached file from docx to pdf in case the docx format is causing a problem with email servers. I hope you are able to receive this email and

attachment.

Could you send me a return email confirming that you have received my comments and that my name has been added to the project mailing list?

Thank you.

[redacted]

On Tue, Nov 17, 2020 at 11:00 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project.
>
> Public Information Centre #3 is now being held virtually on the project website: https://www.metrolinxengage.com/dsbrt.
>
> The Public Information Centre will be hosted from November 16 through December 18, 2020.
>
> Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.
>
> We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.
>
> You can provide comments through the website by completing an online survey, or by emailing the project team at dsbrt@metrolinx.com.
>
> Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.
>
> We appreciate your on-going participation in the project.
>
> Regards,
>
> Margaret Parkhill, P.Eng.

Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

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From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: December 3, 2020 12:32:37 PM

Hello,

Submitted on Thursday, December 3, 2020 - 12:32
Submitted by anonymous user: 2607:fea8:5ae0:1db8:d126:5b4d:5281:9bc
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Downtown Whitby

Message:

Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a dumbass political propaganda that NOBODY uses.
Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks.
Guess what !!. Those businesses will all be closed in a year and you won't have to worry about parked cars.
IF you can run them "ON TIME", if you can run "A COMPETENT" operation.
I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control.
Enjoy your golf in Las Vegas!!

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18538

 Facebook  Twitter  Instagram

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F om
To [redacted]
Subject [redacted] q d T n it ???
Date anua y 14 2021 11 46 38 AM

T ack and f e

---- O g na Message----
F om DSBRT <DSBRT@met o nx com>
Sent Thu sday Janua y 14 2021 11 45 AM
To [redacted]
Subject Re: Do ham Rap d T ans t ???

Hi [redacted]

Thanks fo you ema One of the goa s of th s p oject s o nc ease f equency and e ab ty of DRT PULSE buses a ong the co do

P ease efe to he webs te fo n o mat on and upcom ng conva ist on even s
h tps cas01 safe nks p o ect on out ook com ?
u =h ttp%3A%2F%2Fwww met o mearqage com%2Fdsb &amp data=04%7C01 [redacted] 40 b g oup com%7Ceeb840a8caa84e6689660fd88c8ab84ea%7C9093f1a387714fb78596d51ecef18cda%7C0%7C0%7C637462395979413228%7CUnknown%7CTWFpbGZzb3dReyJWI o MC4wLjAwMDA LCJQ jp V2 nMzI LCJBT I6Ik1haW w LCJXVCI6Mzf%3D%7C1000&amp sdata=V ydBHX%2Bnc7FwvS7oEy3CM xp3TZ QbMAVFUSZZapv%3D&amp ese ved=0

Thank you
The Du ham Sca bo ough BRT P oject Team

---- O g na Message----
F om [redacted]
Sent ESDAY 2020 2 00 PM
To DSBRT <DSBRT@met o nx com>
Subject Du ham Rap d T ans t ???

Du ham doesn t have ap d t ans t Du ham has sna t ans t Ha f to one hou wa t ng t mes Wo st t ans t sys em n the wo d Cance outes can t get anywhe e
Un un mo ona ions ng the bus ness ????
OF COURSE RIDERSHIP IS DOWN you d o n you don t p ov de a SERVICE nobody s go ng o take he BUS

Sent f om my Phone

From: [redacted]
To: DSBRT
Subject: Pinch point #4 Downtown Whitby
Date: December 5, 2020 6:04:34 PM

Dear Metrolinx, I believe that the pinch point in Downtown Whitby will adversely affect the downtown businesses. I do not like the idea of parking being diverted several blocks away from the businesses. I feel that it is important to be able to easily access downtown businesses and services and the proposed plan will destroy the feeling of the downtown core. Dundas Street is not a bus lane!

[redacted]

From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the Project Team
Date: December 5, 2020 8:35:07 AM

Hello,

Submitted on Saturday, December 5, 2020 - 08:35
Submitted by anonymous user: 2607:fea8:5a20:a380:d4aa:e86e:debb:7316
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Major disruption

Message:
I am not a fan of the proposed BRT plan! I travel to work every day from Whitby to Ajax along Hwy 2. I have already had to replan my route several times due to construction for the 412, new housing areas and it takes me longer to get to work than it used to! This plan will cause a huge problem for myself and many others trying to get to work! It will increase my time getting to work even more and I am not looking at the option of taking public transit! Not to mention the horrible repercussions for the business that are located right along Hwy 2! Our downtown core (Whitby) will be destroyed! The businesses will suffer and where do you plan on putting extra parking for people wanting to shop? We have very little parking options to begin with!

This proposal needs a lot more thought and planning before it is bulldozed through!

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/18587

Facebook Twitter Instagram

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From: Mathieu Goetzke
To: DSBRT
Subject: FW: Follow up to Facebook Live Metro Links Proposal
Date: December 7, 2020 5:25:58 PM

From: Internet, Council <council@whitby ca>
Sent: December 7, 2020 4:38 PM
To [redacted]
Cc: Internet, Council <council@whitby ca>; Ellis, Heather <ellish@whitby ca>; Mathieu Goetzke <Mathieu Goetzke@metrolinx com>; Lorraine Huinink <lorraine huinink@durham ca>
Subject: RE: Follow up to Facebook Live Metro Links Proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that his project has generated a good deal of concern among direc ly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council
Town of Whitby
T 905 444 1940
C 905 706 4671

[redacted]
Sent: December 6, 2020 1:25 PM
To: Internet, Council
Subject: Follow up to Facebook Live Metro Links Proposal

[EXTERNAL EMAIL]

Some comments:
Mayor Mitchell's comments were the best of all presenters. He spoke to the audience, he did not read a script filled with all the correct buzzwords (DRT rep was just reading a script).
I was somewhat alarmed by the mayor's comments, something like they can do as they please. I realize it is a regional road, and DRT has a mandate to follow. I sincerely hope all this public consultation is not window dressing.
This is the first time I heard of a timeline. Ten to 20 years out.
The GO Train east line now carries on average 27,000 people per day. I heard that in 2041 DRT projects 9,500 users of the line. Seems kind of small to me.
Mayor Mitchell early in his comments made reference to the pedestrian malls in Ottawa and Quebec City. We go there, and come back and talk about how great they were. The Sparks Street Mall in Ottawa is Canada's oldest being over 50 years old. In Quebec City it is rue du Petit Champlain. Both are pedestrian only. The consultant vastly over sold the benefits of what amounts to be a wide sidewalk. Not only that, a sidewalk separated by two lanes where buses will go every 5 minutes. Certainly not conducive to pedestrian traffic. May I suggest the consultant look at closing Dundas at Green and Perry, and as far west as Centre St in the west. Now you have a pedestrian mall that is the anchor to downtown. The attraction that brings people downtown. Cars are going to be rerouted anyway, what is added to the mix are the buses. By then the buses will be electric, I would hope, which means they will be silent. Mary and Colborne Streets would be one way from Henry/Euclid to Green/Perry. Buses and cars heading west would turn onto Perry, left onto Mary and continue to Euclid. Then a right turn to Dundas and continue west. For buses going east, they would make a right onto Henry, a left on Colborne and continue to Green. A left on Green to Dundas and then continues east. Corners would have to be widened for buses, stop lights adjusted to allow for green lights for buses (technology exists) and perhaps the town builds a parking garage sooner than it intended. All I ask is that the idea of one way streets to bypass the downtown be examined again. The consultant said it was considered, but dismissed.
The consultant says he travels by public transit. Good for him. I did for years when I was employed in downtown Toronto. DRT to the GO train, and downtown in under 1 hour. Great.

Then my employer moved the department to Scarborough in the Warden - Eglinton area. Now it was DRT to GO, off at Eglinton GO station, TTC to Kennedy Station to transfer to a bus going west on Eglinton and arrive at destination. I lasted one winter. It is no fun standing in minus 20 degrees waiting for a bus. When one comes along it is full, the second one is full and then you are squished in like sardines when you get on. I had the resources to buy a second car, so I did and commuted by autobile. Public transit will only succeed when it offers the speed, comfort and convenience of the automobile. Not there yet.
Last point. So you get people to Scarborough, now you are at the mercy of the TTC. Heaven forbid.
I will be dead by 2041, and perhaps 2031. You only get 1 time to make this right for the citizens of Whitby. Yes Whitby, not Durham Region. I hope your choice is the right one.

--
[redacted]

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From: Mathieu Goetzke
To: DSBRT
Subject: FW: concerns re metrolinx proposal
Date: December 7, 2020 5:26:09 PM

-----Original Message-----
From: Internet, Council <council@whitby.ca>
Sent: December 7, 2020 4:37 PM
To: [redacted] <[redacted]
Cc: Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine huinink@durham.ca>; Internet, Council <council@whitby.ca>
Subject: RE: concerns re metrolinx proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council
Town of Whitby
T 905.444.1940
C 905.706.4671

-----Original Message-----
From: [redacted] [mailto:[redacted]
Sent: December 6, 2020 1:28 PM
To: Internet, Council
Subject: concerns re metrolinx proposal

[EXTERNAL EMAIL]

Hello,
The following comments have been submitted to Metrolinx via its website. I ask the council to consider them as well, thank you:
1. Do you have any concerns about the preliminary design in Whitby? *
a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes,

there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehiclular and pedestrian traffic, and intersections. How are these going to be addressed?
b) There may be significant impact on businesses that rely on egress and access onto Dundas. How is this going to be addressed.
c) I am not aware of any other alternatives being considered by Metrolinx. A full analysis should be undertaken and shared with all of the stakeholders, including the public.

Thank you,
[redacted]

Origin: https://www.whitby.ca/en/townhall/mayorandcouncil.asp
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From: [redacted]
To: DSBRT
Subject: Why is this project needed?
Date: December 6, 2020 4:54:27 PM

Why would people in Durham want to come to Highland Creek or the Ellesmere corridor? If the intention is to get people from Durham to downtown Toronto, they can use the GO rail route to Union Station. If they want to get to Scarborough Town Centre or the TTC routes from STC, the proposed buses should take the 401 through the east end of Scarborough. We don't need Durham commuters messing up our quiet Scarborough neighbourhood!

Sent from my iPad

From: Hailey McWilliam
To: [redacted]
Subject: FW: Form submission from: Contact the Project Team
Date: January 14, 2021 11:41:25 AM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:41 AM
To: [redacted]
Subject: RE: Form submission from: Contact the Project Team

Hi [redacted]

Please forward your input to this email address- the recent submissions closed Jan 10 but you can get in touch with the project anytime via this email address

Thank you
Kristin

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December-06-20 10:46 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Sunday, December 6, 2020 - 10:46
Submitted by user: [redacted]
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]

Subject: Submission re. Downtown Whitby Proposal
Message: I have been trying to provide a submission through your website in regards to the downtown Whitby bus proposal however it won't take my input and says submissions are closed. I thought submissions were open until Dec. 18?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/18605

Facebook Twitter Instagram

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[redacted]

December 7, 2020

Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9

Attention: Kristin Demasi, Metrolinx Project Manager 416-202-3723 DSBRT@Metrolinx.com
David Hopper, Parsons Project Manager 416-352-8625

PRIVATE AND CONFIDENTIAL

RE: DURHAM-SCARBOROUGH BUS RAPID TRANSIT
TORONTO & WEST TURN AROUND

We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around.

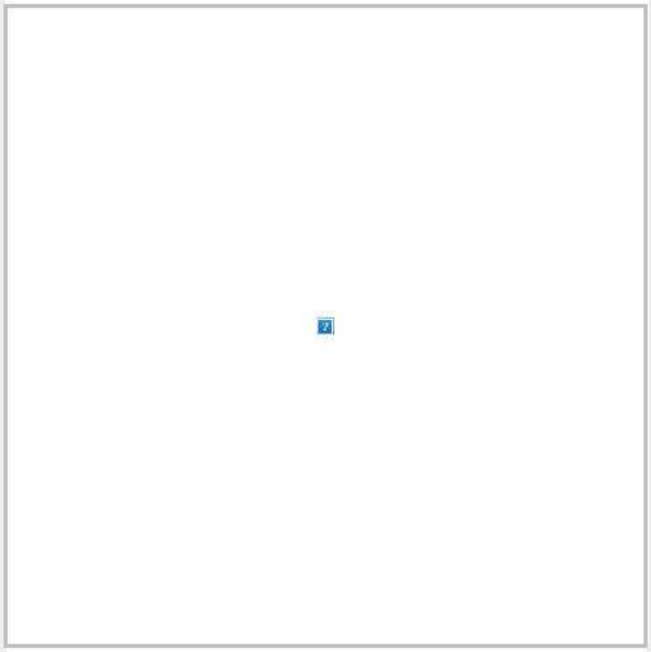
We own the property at [redacted] that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to [redacted] to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on [redacted] with be impacted with being forced to go west and do u-turns.

We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.

Yours truly,

[redacted]

From: Metrolinx Engage via Metrolinx Engage
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team
Date: December 7, 2020 8:06:45 AM



Hello,

Submitted on Monday, December 7, 2020 - 08:06
Submitted by anonymous user: 99.245.80.112
Submitted values are:

Your name: [redacted]
[redacted]
Subject: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND
Message:

We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around.
We own the property at [redacted]) that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to [redacted] to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on [redacted] with be impacted with being forced to go west and do u-turns.
We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.
Yours truly,
[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18611

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From: Hailey McWi liam
To: [redacted]
Subject: FW: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND
Date: December 14, 2020 8:24:49 AM
Attachments: 3070 Ellesmere - Rapid Transit Letter - Decemeber 7, 2020.pdf

---

[redacted]

Hailey McWilliam MCIP, RPP
A Message from IBI Group's CEO on COVID-19: https://www.ibigroup.com/covid19-response

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: Kristin Demasi <Kristin Demasi@metrolinx com>
Sent: Monday, December 14, 2020 6:25 AM
To: Hailey McWilliam <hailey mcwilliam@ibigroup com>
Subject: RE [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]

From: Hailey McWilliam <hailey mcwilliam@ibigroup com>
Sent: December-13-20 7 57 PM
To: Kristin Demasi <Kristin Demasi@metrolinx com>
Subject: RE [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]

[redacted]

[redacted]

Hailey McWilliam MCIP, RPP
A Message from IBI Group's CEO on COVID-19: https //www ibigroup com/covid19-response

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

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From: Kristin Demasi <Kristin Demasi@metrolinx com>
Sent: Friday, December 11, 2020 6:21 PM
To: Kirk Mawhinney <KMawhinney@ridc com>; DSBRT <DSBRT@metrolinx com>
Subject: Re [redacted] DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Good evening [redacted]

Thank you for your email We are reviewing all comments for the project and these will also form part of the public record

Have a good weekend

Thanks,
Kristin

From: Kirk Mawhinney <KMawhinney@ridc com>
Sent: Monday, December 7, 2020 8 08 52 AM
To: Kristin Demasi <Kristin Demasi@metrolinx com>; DSBRT <DSBRT@metrolinx com>
Subject: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Kristin

Please see attached letter regarding the Toronto & West Turn Around Bus Rapid Transit

Thanks
[redacted]

[redacted]

From: Hailey McWilliam
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam RE: [redacted]
Date: January 13, 2021 2:09:27 PM

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Wednesday, January 13, 2021 2:08 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam RE: [redacted]

Good Afternoon [redacted]

Thank you for your letter You raise several important issues, including the environment, changes along the corridor, emergency services, local travel patterns, transit ridership, and construction impacts
We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation

We agree that we need to protect and improve the environment One of the ways we are doing that is by providing improved transit options to allow people to make more environmentally conscious choices in how they travel The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2 Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor

You must have seen a lot of change in the Highland Creek area over the last 38 years Population and employment growth in Scarborough is predicted to continue for the next 30 years Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs This growth potential is contingent on having the required transportation infrastructure in place Durham Region is one of North America s fastest growing areas, with the population expected to grow to 1 2 million people by 2041 To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers This corridor connects people and employment across Scarborough and Durham Region The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips

We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers, minimize impacts to the natural environment, and the cost of constructing and operating the service We have completed a review of existing environmental conditions, traffic and travel patterns The Metrolinx regional forecasting model indicates that the DSBRT will encourage nearly twice as many transit trips in the corridor than are there today, significantly reducing pressure to expand roads to accommodate more cars

The team are consulting with police, paramedic and fire services to develop a design that does not impact delivery of critical emergency services The transit lanes will be available for emergency service vehicles, providing them with a dedicated lane to move around traffic congestion

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns Drivers will only be able to turn left at signalized intersections Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn "green arrow" This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public

Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house As with most bus routes, the ridership near one end of the route is lower than the other end Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be busier Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership

Over the last several months, COVID-19 has had a large impact on travel patterns While there is uncertainty surrounding the "new normal", we know that the use of private cars for all trips is not sustainable or viable Transit ridership patterns go up and down but over time, the long-term trend is continuing up The region will continue to grow and we will need to find solutions to move more people more efficiently Cities around the world have found that public transit plays a vital role in the mobility of urban areas

Roadway construction projects can be disruptive Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction Metrolinx and the City are aware of the impacts of construction on local businesses and will be developing a plan for this corridor as the project moves from the current planning phase to detail design

In summary, the aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably This includes both Durham Region Transit's existing PULSE service and TTC services Residents of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars The project balances local needs, environmental factors and corridor needs to achieve its objectives

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021 There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx com

Thank you
The Durham-Scarborough BRT Project Team

-------- Forwarded message --------
From [redacted]
Date: M c 7, 2020 at 6:54 PM
Subject: [redacted]

December 7 2020

I [redacted] I've jotted down parts of our conversation

Our voices need hearing; our land saved; our homes safe from construction, our trees and fresh air preserved for our future generations

We have lost so much with natural disasters We need to save the environment; the trees and animals need a place to live too! The Eco System needs balance

We have lived in the Highland Creek neighbourhood for almost 38 years now Many changes to the neighbourhood have come and gone; most of which have been a welcomed change to make the neighbourhood what it is today

A community of people that share the same values; keeping the homes and land beautiful for all the enjoy Someone once said that this was a safe and wonderful place to live "All the homes represent a vast number of people from different parts of the world, and here we are all one; and can be neighbors looking out for one another and feel safe"

We all worked hard; keeping the homes and land beautiful for all to enjoy Many of us keep the boulevards vibrant and joyful; our trees line the roads with pride and protection of nature's balance and the safety from the traffic

When we first moved into the Highland Creek neighbourhood, Ellesmere Road was under construction from a 2-lane roadway to a 4-lane roadway During this time, we seen unfortunately many tragedies of accidents where a few lost their lives

My Mother said; "We are lucky to live here; when we get old and need help; we are so close to the Fire Department and the Hospital" As it has it, my parents have gotten older and unfortunately require the emergency services of the Fire Department, Ambulance and Hospital quite frequently Seconds count and we have been lucky that there has been no obstacles to prevent the prompt emergency services

We love our Highland Creek neighbourhood; we love our space; our feeling of caring and knowing one another Many of the homes have seen new owners but the feeling has never changed We are a community that cares

Many of us have stayed from the beginning; families growing; grandchildren and great grandchildren welcomed into a safe neighbourhood to play and grow, always feeling safe

There are many people in the neighbourhood that depend on others; emergency personal; nurses and personal support workers that come to the homes; the way the Highland Creek neighbourhood is set up; it makes it easy for those coming to the need of others to easily reach them on time and feel safe

All the years of facing Ellesmere the traffic was never an issue; the noise never an issue; a welcomed convenience to travel freely and easily

Now with the proposed Durham-Scarborough Durham-Scarborough Rapid Transit; land taken; lives affected; years of noisy construction; safety issues to connect Durham with Scarborough The current Durham bus runs empty most of the time; the TTC bus runs empty most of the time

Prior to Covid-19 we would sit outside and watch the busses; you could count how few people travelled and when you speak to most people; no one understands why the added transit line was there; other than to connect people to the University

Now that we live in a Covid-19 world, working and learning from home; on-line shopping; vaccine or not; people have changed, the world has changed Our need to travel to and from work and studies has changed The future need to commute is becoming less and less as we have seen in the last 10 months We have adapted in the most part to a successful way of living and staying safe

With the changes, we now depend more on the home services, the emergency response teams that get around, protect us, and keep us safe All our essential services affected just as we need them the most

Durham-Scarborough Rapid Transit … construction being added separating the roadways; preventing left turns; preventing access to our properties; the noise the loss of environment; the loss of feeling safe, the loss of a neighbourhood, and the loss of land; and driveways Taking away what little joy and pride we as a community have No more walks; No more walking dogs; no more community connection No more fresh air; no more greenery

Now we must watch empty Durham-Scarborough Rapid Transit vehicles run by the house from our windows, as there will be no more land to sit outside and enjoy

How many lives will be lost during construction and afterwards? We experienced havoc for emergency response for the so-called small construction projects of Morningside and Ellesmere; on Morningside taking away traffic lanes to add the red lanes, that you never see used Ellesmere road repairs on the hill west of Morningside How many people lost his or her lives; how many first responder's lives were at added risk trying to get to a call on time; get someone to the hospital in time! We've experienced the challenges first hand; where an ambulance had no choice but the drive up the Morningside hill on the sidewalk to reach the hospital in time, as the construction and traffic blocked the way

Now with the proposed Durham-Scarborough Rapid Transit, construction more lives will be lost; I hope not mine or not my family or yours as a result Why create jeopardy to all around us? We cannot replace the tree's, the animals that our children and grandchildren; great grandchildren will never see or know about except when they look on-line and old family photographs However, we want our future generation to live and now a place they can call a home in a caring neighbourhood

An example of what we thought was a good thing; and now I am not so sure

The Eglinton Crosstown has been under construction since 2011; changing the landscape; with impact to everyone that travels along Eglington Business suffered; pedestrians struggling to stay safe as they move around Emergency response times had increased; with new routes and being bogged down in traffic that could not get out of their way No one shares or talks about how many people may have lost their lives from pedestrians struck; the medical emergencies; and fires that received delayed response times; even by seconds, when a life is on the line every second counts We are expecting to see the opening of the Cross Town sometime in 2022 We lost a neighbourhood; businesses, and people's lives and the world has changed since the start of construction

Ridership declines now and in our future; where is the value in all that we lost to build what few will benefit from?

Where is the value in the Durham-Scarborough Rapid Transit Plan?

Destruction and mayhem in our futures for what?

We are moving towards a restructured world of working and learning from home, reducing travel and our carbon footprint

[redacted]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n ouvrez aucune pièce jointe à moins qu ils ne proviennent d un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre

F om [redacted]
To [redacted]
Subject
Da e December 23 2020 10:30:47 AM

T ank and f a

---O g na Message---
F om [redacted]
Sen [redacted]
To ia ant Comm. <comm @wh by.ca>
Cc Mah ew Gre ebe <Mah ew.Gre ebe@pan a in.com> Lo a ant Ba a ak <lo a ant ba a ak@h hase.ca> E a Heather <a ah@wh by.ca>
Subject Re Downtown

Thank you fo you p ompt rep y to my conce n about the p opose to ant s tyle h ng on Dundas Wh e I app ec a e you esponse I ac dow not asume my one q estion equ l o y what does the p opose do to sup ove t ans t? Ik to see how ant s ting pa k ing a gong to ass t a rep ovid t ans t opo a ion. That s an a ant bott mask now and hones do have p o y gh t of way now. Thank you.

On 2020-12-07 4:30 pm Ian ant Comm. w ote
> Thank you fo you conc about the BRT p oject Affe Mah ew we down qual s f ee p affe ed a e ant ve fo Wh thy I was asked by Wh thy Comm. o go back and cons de othe a ne ant ve Mah ew and I did hat ev ew and adopted a new p affe ed a ne ant ve That s ne ant ve – he pedest an t ans t ma – e xt o he pub s conce at on stage wh ch does not cons tut Decembe 10 Fo ove ng Ian Mah ew ew ve ew of the epo t and made this fe be cons tut on and wo lobbeg ay o to dono y ng my p o ec ed a ne ant ve fo Ian Ave ommen s As ass ment that s made may That does n t not expected o be made ta the ma ke of 2021 Ac ve changes to Downtown Wh by wou d not be made fo 8 - 10 yea s
>
> Mayo Jef ey upp ec ate Ian fo a p oject has gone and a good dea of conce s among d ffe ent p ope ed Ian ommen and a ebate Fo ove ng he s one of he ea ne t one a quest one conce n comments – no ad ng you s – w be ommen ted and Mah ew ew be equested to co ect he affe ed ec on and ev dence to add ess these We ve add you name to he ist of hose who have conce ns ated w th he e ma s you a e not f ed of any fu e ep o s
epo s
>
> ia Lo a ant Ba a ak Reg on of Du ham
> Mah ew Gre ebe Mah ew ca
>
> And an Qu an S a
> Cle k and o – Adm a a ve
> Office of the Mayo and Coun
> Town of Wh by
> T 905 444 1965
> C 905 706 4471
>
>
> ---O g na Message---
> F om [redacted]
> Sen [redacted]
> To ia ant Mayo
> Subject Downtown
>
> EXTERNAL EMA L]
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>
> I have ecen y mes a (on a the ces week y page about a Mah ew ca p opose that wou d fundamen y change downtown Wh thy by p oh b ting pa k ng on Dundas be twee Pe y and Hy on 3 Ik to see what benef t the e a e hese ng pa k ng on Dundas The ces bus nesses a that a e a e ady st ug g e on the pandem c and do not need th t ad ed fa e to be bus nesses What exact y a he ob ec ves of h s conc ve? The e must be some benef t but I fa to see what I m gh t be. The Town has gone to cons de ab e ength to encou age investment in the downtown a ea and has been p eaching a ces ou ists to suppo t ese clients and h s seems a a y contr a y that I wou d be sta ted when what he p oposed benef t is a f ee you pa quest ve. Thank you
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EXTERNAL SENDER Do not c ck any nks o open any attachments un ess you t ust the sende and know the content s afe
EXPED TEUR EXTERNE Ne c quez ne ouvr ez aucune pi ce jo nte à moins que vous ne connaissiez l exp diteur et que vous ayez vous-même confirmé le contenu de ce message
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IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Meeting Summary – DRAFT – Ellesmere Road – Business Information Session

To/Attention	Notes to File	**Date**	December 8, 2020
From	Margaret Parkhill	**IBI Project No**	119887

Subject Durham-Scarborough Bus Rapid Transit
Metrolinx
October 9, 2020, 8:30 a.m. to 9:30 a.m.

Present [redacted]
Antonette DiNovo, Chief of Staff, Councillor Paul Ainslie
Ian Brown, Alan Filipuzzi, Margie Galarneau, Renata Moraes, City of Toronto
Kristin Demasi, Sarah Chowdhury, Flavia Santiago, Darcy Wiltshire, Metrolinx
David Hopper, Parsons
Margaret Parkhill, Hailey McWilliam, IBI Group

Distribution Attendees and Project Team

Item Discussed	Action By
M. Parkhill welcomed attendees and introduced the meeting agenda. The purpose of the meeting was to: • Provide information on the Durham-Scarborough Bus Rapid Transit project. • To discuss the proposed design along Ellesmere Road. • To understand the needs of businesses along Ellesmere Road. • To answer attendees questions. M. Parkhill provided information on the project schedule, Bus Rapid Transit (BRT), why Ellesmere Road was selected as the preferred corridor for BRT, and information on the project's benefits. A summary of the discussion is included below. **Comment:** General concern regarding left-turn restrictions.	INFO

Item Discussed	Action By

Response: Left-turns will be restricted to signalized intersections. As a result, travel patterns will change. For example, if a vehicle makes a left-turn into a business today, in the future with BRT, that vehicle could either make a left-turn or u-turn at the next signalized intersection, or could change their route to allow them to turn right into the business.

Question: What portion of the BRT study area is planned to have dedicated bus lanes?

Response: The majority of the study area will have dedicated bus lanes. Exceptions include Ellesmere Road between Morningside and Military Trail and over the Rouge Valley.

Question: What are the time savings associated with dedicated bus lanes compared to running buses in the curb lane in mixed traffic?

Response: The Preliminary Design Business Case will quantify the costs and benefits to provide a fair comparison. In addition to time savings, the dedicated lanes allow the transit service to run more reliably and frequently, meaning there are additional time savings realized.

Comment: When there was construction on Ellesmere Road in 2017 / 2018, some suppliers refused to deliver to businesses. Some suppliers had to switch to smaller trucks.

Response: Noted. We have time now to plan for construction. We are here to understand business needs in order to develop a plan to support businesses.

Comment: 51 and 53 foot trailers are used for some deliveries. Deliveries happen all day, and up to 10 times per day.

Response: Noted. Thank you for this information.

Comment: Trucks cannot back into the driveway if there are dedicated transit lanes.

Response: Correct. Trucks will have to change their travel patterns.

Question: How long will construction last? Construction is very detrimental to business.

Response: Construction will be phased. Earliest expected start of construction on Ellesmere Road is 2025, and is subject to project approvals and funding. We understand that construction impacts businesses. We will apply lessons learned from construction of other projects such as VIVA in York Region and the Eglinton Crosstown Light Rail Transit in Toronto.

Question: Is it possible to expropriate property on the south side only, where there are more residential uses?

Response: Very little additional land is required mid-block. Some property will be required at intersections with proposed BRT stops.

Item Discussed	Action By
Question: Is it possible to host another information session at a different time to accommodate businesses who were not able to attend this session? **Response**: Yes the project team will work with the City of Toronto to set up an additional meeting. Businesses can also participate in the virtual public consultation that will begin in November. Businesses will be emailed more information closer to the event. **Comment**: Businesses did not receive notification in advance of removing the former centre left-turn lane on Ellesmere Road. **Response**: That was a City of Toronto project that is not affiliated with Durham-Scarborough Bus Rapid Transit. This project is following the Environmental Assessment process, which includes mandatory notification and consultation requirements. **Question**: Is the environmental assessment considering the extra travel time for general traffic when left-turns are restricted to signalized intersections? **Response**: Yes, the impacts to general traffic will be part of the Preliminary Design Business Case for this project. **Question**: Due to the pandemic, less people are taking public transit and more people are buying cars. Is it still wise to invest in transit? **Response**: The project horizon year is 2041. There have been many increases and decreases in transit ridership over the years due to other significant events. Generally, ridership levels return to normal after a few years. M. Parkhill thanked the attendees for their time and input. Noted that the project is in the planning stages, so this is the appropriate time to consider the issues that were raised today. The project team is continuing to develop the preliminary design and a preliminary design to balance the benefits and impacts. Public meetings will be held online in November 2020.	

Please advise of any errors or omissions to Margaret Parkhill by December 18, 2020.

From: Hailey McWilliam
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT
Date: December 8, 2020 4:58:50 PM
Attachments: TTM_2020-10-09_DRAFT_EllesmereBusinesses_2020-12-08.pdf

---

[redacted]

From: Hailey McWilliam
Sent: Tuesday, December 8, 2020 3:45 PM
To: DSBRT@metrolinx.com
Cc: [redacted]
Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, September 30, 2020 3:14 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David
Cc: Alan Filipuzzi; Sarah Chowdhury; [redacted]; Carmen Rapati; Darcy Wiltshire; Flavia Santiago
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project. We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at:
www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group



From: Hailey McWilliam
To: [redacted]
Subject: FW: concerns re metrolinx proposal
Date: January 12, 2021 12:19:53 PM

Track and file

From: DSBRT <DSBRT@metrolinx com>
Sent: Tuesday, January 12, 2021 12:15 PM
To: [redacted]
Subject: FW: concerns re metrolinx proposal

Hi [redacted]
Thanks again for your interest in the project We wanted to respond to both your emails to make sure that you received responses to all of your questions
BRT is the preferred technology for the Durham-Scarborough corridor LRT and BRT were evaluated as part of the Initial Business Case, completed in 2018 BRT was preferred for its cost effectiveness to 2041 the projects horizon year The technology is also preferred for its flexibility over LRT

The project will make use of the PULSE buses that Durham Region Transit has invested in The system could be converted to LRT in the future, should the increases in ridership warrant the upgrade

Regards,
Kristin Demasi

From [redacted]
Sent: December 8, 2020 11 04 AM
To: Internet, Council <council@whitby ca>
Cc: Ellis, Heather <ellish@whitby ca>; Mathieu Goetzke <Mathieu Goetzke@metrolinx com>; Lorraine Huinink <lorraine huinink@durham ca>
Subject: Re: concerns re metrolinx proposal

Dear Andrea

Thank you for your response and the information I have always thought a pedestrian-friendly environment in the downtown core, like a pedestrian mall on a few of the streets, would be exceptional for Whitby, and something to work towards However, the transit element is of some concern In some cities around the world, there are pedestrian malls with intermittent transit traffic in the form of electric streetcars or modern variants thereof Perhaps that would be something to consider

Thanks
[redacted]

On Mon, Dec 7, 2020 at 4:36 PM Internet, Council <council@whitby ca> wrote:

> Thank you for your email about the BRT project After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives Metrolinx did that review and adopted a new preferred alternative That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18 Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway That choice is not expected to be made until the summer of 2021 Actual changes to Downtown Whitby would not be made for 8 - 10+ years
>
> Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports
>
> cc: Lorraine Huinink, Region of Durham
> Mathieu Goetzke, Metrolinx
>
> Andrea Quinn-Nilas
> Coordinator - Administration
> Office of the Mayor and Council
> Town of Whitby
> T 905 444 1940
> C 905 706 4671
>
> -----Original Message-----
> From: [redacted] [mailto[redacted]
> Sent: December 6, 2020 1:28 PM
> To: Internet, Council
> Subject: concerns re metrolinx proposal
>
> [EXTERNAL EMAIL]
>
> Hello,
> The following comments have been submitted to Metrolinx via its website I ask the council to consider them as well, thank you:
> 1 Do you have any concerns about the preliminary design in Whitby? *
> a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes, there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehiclular and pedestrian traffic, and intersections How are these going to be addressed?
> b) There may be significant impact on businesses that rely on egress and access onto Dundas How is this going to be addressed
> c) I am not aware of any other alternatives being considered by Metrolinx A full analysis should be undertaken and shared with all of the stakeholders, including the public
>
> Thank you,

From: Hailey McWilliam
To: [redacted]
Subject: FW: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit
Date: December 9, 2020 12:57:41 PM

Track and file.

From: Durham Region Cycling Coalition <[redacted]
Sent: Wednesday, December 9, 2020 12:47 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

[redacted]

[redacted]

[redacted]

[redacted]

These 4 people are missing off your list.

Plus add myself [redacted]

Thanks for your help.

[redacted]

On Wed, Dec 9, 2020, 12:42 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Hi [redacted]
> I can see that the following email addresses have accepted the meeting:
> [redacted]
>
> It is an Outlook meeting appointment, and I know Outlook and Google calendar don't get along nicely!
> Let me know if you'd like me to forward the invite to others,
> Margaret
>
> Margaret Parkhill
> IBI Group
> 416 596 1930 ext 61578
>
> **From:** Durham Region Cycling Coalition <[redacted]
> **Sent:** Wednesday, December 9, 2020 12:36 PM
> **To:** Margaret Parkhill <margaret.parkhill@ibigroup.com>

Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Thanks Margaret,

I just forwarded the invitation this time, it seemed to work? I was trying to invite via Google Calendar and that didn't appear to be working.

Can you tell if these names attached show up from your end?

[redacted]

On Wed, Dec 9, 2020, 12:30 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Hi [redacted]
> You should be able to forward the meeting invite.
> Or you can send me the emails and I can add them.
> Let me know what you prefer,
> Margaret
>
> Margaret Parkhill
> IBI Group
> 416 596 1930 ext 61578
>
> **From:** Durham Region Cycling Coalition <[redacted]
> **Sent:** Wednesday, December 9, 2020 12:20 PM
> **To:** Margaret Parkhill <margaret.parkhill@ibigroup.com>
> **Subject:** Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit
>
> Margaret,
>
> I'm having some difficulty adding our few members email/names to our Microsoft Teams meeting for tonight?
>
> Do I need to forward the names to you? Or can you change the meeting settings to allow me to invite them?
>
> [redacted]
>
> On Tue, Nov 24, 2020, 4:38 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:
>
> > Proposed agenda:
> >
> > 1. Introductions
> > 2. BRT Project overview
> > 3. Proposed preliminary design of Active Transportation facilities in Durham Region
> > 4. Questions/ discussion
> > 5. Next steps

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Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Meeting Summary – DRAFT – Ellesmere Road – Business Information Session

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Metrolinx
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Margaret Parkhill, Hailey McWilliam, IBI Group

Distribution Attendees and Project Team

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Item Discussed	Action By

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Response: Very little additional land is required mid-block. Some property will be required at intersections with proposed BRT stops.

Item Discussed	Action By
Question: Is it possible to host another information session at a different time to accommodate businesses who were not able to attend this session? **Response**: Yes the project team will work with the City of Toronto to set up an additional meeting. Businesses can also participate in the virtual public consultation that will begin in November. Businesses will be emailed more information closer to the event. **Comment**: Businesses did not receive notification in advance of removing the former centre left-turn lane on Ellesmere Road. **Response**: That was a City of Toronto project that is not affiliated with Durham-Scarborough Bus Rapid Transit. This project is following the Environmental Assessment process, which includes mandatory notification and consultation requirements. **Question**: Is the environmental assessment considering the extra travel time for general traffic when left-turns are restricted to signalized intersections? **Response**: Yes, the impacts to general traffic will be part of the Preliminary Design Business Case for this project. **Question**: Due to the pandemic, less people are taking public transit and more people are buying cars. Is it still wise to invest in transit? **Response**: The project horizon year is 2041. There have been many increases and decreases in transit ridership over the years due to other significant events. Generally, ridership levels return to normal after a few years. M. Parkhill thanked the attendees for their time and input. Noted that the project is in the planning stages, so this is the appropriate time to consider the issues that were raised today. The project team is continuing to develop the preliminary design and a preliminary design to balance the benefits and impacts. Public meetings will be held online in November 2020.	

Please advise of any errors or omissions to Margaret Parkhill by December 18, 2020.

1. **Do you have any concerns about the preliminary design in Toronto? ***

[redacted]

We are very concerned about this project as the long-term construction will have a very negative impact on our business.
We are a [redacted]y that have been in Scarborough for over 30 years and the last 20 years on Ellesmere Road. We have a vast majority of customers that are using their cars, vans, and trucks to come and pick-up products from our plant, with having no proper and safe access to enter our premises for conducting their daily business, we will be anticipating a drastic drop in our business due to this construction.

We have experienced this kind of loss to our business when there was a road and lane realignment project done on Ellesmere in the summer of 2018, during the high peak of the season we suffered a major loss in business due to limited access to our property, some of our suppliers even refused making deliveries of ingredients to us due to an unsafe and difficult entry and departure to and from our premises.

With COVID-19 having such a negative impact on the food and restaurant industry we absolutely can not afford to suffer more business loss with this long-term construction.

2. **What aspects of the design do you like? ***
No comment.

3. **Do you have any questions about the preliminary design related to your street or property? ***

This design is not suitable for our business since no left turn can be made either to enter the premises or make a left turn while exiting.

4. **Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)? ***

This project is extremely concerning as many drivers will try to make illegal U-turns at crossings endangering the lives of pedestrian and oncoming traffic.

This will surely cause people to drive more adding to the air pollution as they need to drive further to make a turn to come back to their actual destination.

Mainly over 100 local people of Scarborough have a secure full time and part time jobs in our company, if we are forced to move due to this major long-term construction and the inconvenience entry to our premises, all these respective employees will lose their jobs as they would not want to travel far out of their residential areas and we too will lose valuable employees.

5. **Do you have any other questions? ***

We are very worried that our and thoughts, voices and concerns will not be heard or taken into any consideration and for that purpose we would like to have another chance to speak with your team as we have also gathered several petition signatures from our employees, customers, drivers, suppliers who have the same concern as us with this long-term construction and limited easy and safe access to enter and leave our premises.

Several businesses have shut down and have been forced to move due to this kind of road construction and when this happens to us will there be a reimbursement provision or other compensation available for business lost due to this road construction and will Metrolinx be responsible for that?

Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] ([redacted]) for daily food purchases, work, deliveries and general service contracts.

Printed Name (Full)	Address (optional)	Signature
[redacted]		

Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
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Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
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Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
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Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

	Printed Name (Full)	Address (optional)	Signature
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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

	Printed Name (Full)	Address (optional)	Signature
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[redacted]

From: Hailey McWilliam
Sent: December 10, 2020 12:30 PM
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

Track and file

From: [redacted]
Sent: Thursday, December 10, 2020 12:29 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you Hailey.

[redacted]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: Thursday, December 10, 2020 12:28 PM
To: [redacted] DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you, [redacted] I have received your email.

Hailey

From: Caroline Babakhanian <Caroline@breadsource.com>
Sent: Thursday, December 10, 2020 12:22 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; Sharif Sunderji <Sharif@breadsource.com>; Caroline Babakhanian <Caroline@breadsource.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Hailey,

We have completed the online survey and we just wanted to make sure that you get a copy of it as well all the petition signatures that we have here to submit for our cause.

Please kindly confirm that you have received our e-mail.

Thank you

Best regards

[redacted]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: Tuesday, December 08, 2020 3:45 PM
To: DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>
Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,

Hailey McWilliam
IBI Group

-----Original Appointment-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, September 30, 2020 3:14 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David
Cc: Alan Filipuzzi; Sarah Chowdhury; [redacted] Carmen Rapati; Darcy Wiltshire; Flavia Santiago
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project.
We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at: www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group

[redacted]

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December 10, 2020 1:13 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Thursday, December 10, 2020 - 13:12
Submitted by anonymous user: 74.15.38.225
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Zoom meeting of Dec 9th , 2020, 7:00pm
Message:

The discussion with the interested representatives from the Durham Region Cycling Coalition was well covered. There are many social , educational & economic purposes to be achieved through the completion of this public transportation improvement project.
Safety and traffic flow considerations dictate the planning and seem to be well looked after in the proposal.
In respect of the implementation and construction budget it would be a serious omission not to provide toilet facilities at some of the station locations. It is easier and less costly to include them in the original work. There are designs that are more efficient and environmentally useful from today's manufacturers .
Thank you for the opportunity for input.
today's

The results of this submission may be viewed at:

https://www.metrolinxengage.com/en/node/820/submission/18646

 Facebook  Twitter  Instagram

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[redacted]

From: Hailey McWilliam
Sent: January 13, 2021 2:38 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - - - RE: Preserve the Community of Highland Creek

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 2:37 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - - - RE: Preserve the Community of Highland Creek

Good Afternoon,

Thank you for your letter. You raise several important issues, including route selection, changes along the corridor and local walk patterns and emergency vehicle access. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

In the previous stages of the project a range of potential solutions were developed. This included an option to use dedicated BRT curb lanes. There were several reasons why the curb lane option was not selected as the preferred alternative including:

- Conflict with cars turning in and out of driveways needing to cross the bus lanes
- Challenges for emergency services and deliveries that would block the curbside bus lanes
- Problems with enforcement
- The mixing of traffic in the curb lanes reduces the effectiveness of the lanes by reducing the reliability needed to maintain the service.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. The experience in the majority of other similar transit projects is that there is either no impact to property values, or the value of land increases as the added mobility provides a net benefit to the neighbourhood.

Crossing the street at signalized intersections will be no different than it is today. At locations with stops, there will be an added refuge area in the middle of the road at the end of the access to the bus platform. Along Spadina Avenue and St. Clair Avenue, the less frequent transit vehicles provide opportunities for pedestrians to pause in the center of the road while crossing. It is unlikely that there will be any significant change for pedestrians crossing the road.

Emergency vehicle have had the use of the Spadina and St. Clair dedicated streetcar lanes, and it has sown to be beneficial for access during bad weather, when there is local road congestion and at peak hours when traffic speeds are reduced. Allowing emergency vehicles to use the lanes when it is helpful is one of the added benefits of the transit priority infrastructure. We are also planning for the long-term future when traffic volumes will be higher and when this form of priority will provide more benefit. While transit service is reliable today in certain sections of the corridor, our modelling shows that this will change as population growth occurs and traffic volumes increase.

Winter maintenance is a significant issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

On Fri, Dec 11, 2020 at 2:15 AM [redacted] wrote:

> Hi [redacted]
>
> Here is the email regarding the bus lane being proposed by metrolinx.
>
> My family has lived in Highland Creek for over 23 years and have always been proud to call it home. However, we are saddened by the destruction of this unique and beautiful neighbourhood by what Metrolinx is proposing with it's rapid transit.
>
> I attended one of Metrolinx's session earlier this year and was very surprised how little had been communicated to the community as Metrolinx had already come with a done deal of what they will be doing.
>
> When asked why Sheppard Ave was not presented as a choice the answer was Ellesmere Road was better but no reason/ explanation provided.
>
> When asked why the current curb lane from Kingston Road to Military Trail could not be used as the dedicated bus lane through this section the answer was, was this something that would be of interest. The curb lane on Morningside Road has been designated as a bus lane when houses do not front unto it. While in Newmarket where rapid transit lane was built by Metrolinx no dedicated centre bus lane was run through residential area. Therefore have to ask myself why is this being allowed to happen in Scarborough/Highland Creek?
>
> Having our houses fronting onto six lanes of traffic means that the entire community will change and not for the better. Do not know of any residential street that sits on six lanes of traffic. Most areas in the city that have centre bus lane is through commercial / business areas.
>
> The reason we all chose to live in Highland Creek was for it's peacefulness, beauty and uniqueness all of which will be lost with centre bus lane from Kingston Road to Military Trail. Going for a simple walk will means transversing across 6 lanes of traffic. Having relationship with your neighbor across the street will be

lost, so much for that community feeling. All the mature trees along the road will be destroyed instead of being preserved. How is this environmentally healthy for us or our community. Metrolinx will be expropriating our land while telling us that will not happen. Our houses will be sitting closer to the road with exhaust fumes, pollution etc coming into our houses. Nor can we forget the fact that we will not be able to make left turns from our driveways.

Metrolinx states that centre bus lane will be used by emergency vehicles. However, most roads in Scarborough/Ontario/Canada do not have centre bus lanes and emergency vehicles have no difficulty getting to their destinations. In fact, centre bus lane would cause delay for emergency vehicles with all the buses in them. In an emergency the lives of the residents along Ellesmere Road are being put at risk by centre bus lane, as emergency vehicles will only be able to turn at certain places. As every second count In a medical emergency lost of live could be had.

With three lanes of traffic each way this will also mean three lanes of snow being pushed into our driveway which is currently not being opened up by the city. If it is a struggle to clean deposit of two lanes just imagIne how three will be for the many seniors that live on the street.

As someone who often uses TTC, not true when Metrolinx says that Highland Creek residents who use TTC today will benefit from more reliable service. Currently the TTC service is very reliable.

Other options such as Sheppard Ave and use of current curb lane from Kingston Road to Military Trail needs to be looked at. We need for Highland Creek politicians and leaders to stand up for Highland Creek and it's residents especially those living along Ellesmere Road. Our politicians and leaders along with other politicians who call themselves friends of Highland Creek need to demand better for this community and not allow for Highland Creek to change for the worst because it is part of Scarborough. We are proud to live in Scarborough and the uniqueness and beauty of the neighbourhood needs to be preserved

Sent from my iPad

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[redacted]

From: Margaret Parkhill
Sent: December 11, 2020 12:57 PM
To: Kristin Demasi
Cc: 'DSBRT@metrolinx.com'
Subject: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021

We need your input on the proposed preliminary design.
https://www.metrolinxengage.com/dsbrt

You can provide feedback on the preliminary design by completing an online survey or through the interactive map: www.DSBRTmap.ca
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

[redacted]

From: Margaret Parkhill
Sent: December 11, 2020 12:57 PM
To: Kristin Demasi
Cc: 'DSBRT@metrolinx.com'
Subject: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021

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You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

[redacted]

From: Margaret Parkhill
Sent: December 11, 2020 12:57 PM
To: Kristin Demasi
Cc: DSBRT@metrolinx.com
Subject: Durham-Scarborough BRT - PIC 3 to January 10, 2021

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Extended to January 10, 2021

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You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

[redacted]

From: Margaret Parkhill
Sent: December 11, 2020 12:56 PM
To: Kristin Demasi
Cc: 'DSBRT@metrolinx.com'
Subject: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021

We need your input on the proposed preliminary design.
https://www.metrolinxengage.com/dsbrt

You can provide feedback on the preliminary design by completing an online survey or through the interactive map: www.DSBRTmap.ca
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December 11, 2020 5:16 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Friday, December 11, 2020 - 17:15
Submitted by anonymous user: 2001:1970:546e:900:c0e5:86e1:7122:3679
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: access and left turns
Message:

I am an owner of the major mixed use development at [redacted]. Also owner manager for [redacted]. We are very concerned about the proposed elimination of the left turn lanes. Some of the entrances are designated for shipping and if the major tractor trailers can't turn into the properties, this will be a serious impact on our tenants. The signalized intersection at Dolly Varden cannot accommodate the large trucks and wasn't designed to do so.
Also the most easterly Ellesmere entrance services hundreds of cars daily to the office buildings on the corner. The only other main entry point is on Markham road and the left turns are limited to only a few hours a day.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18668

[redacted]

From: Hailey McWilliam
Sent: December 14, 2020 5:05 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

[redacted]

From: Borovilos, Tas <tas.borovilos@pc.ola.org>
Sent: December-14-20 2:43 PM
To: Theresa Tran <Theresa.Tran@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Wilson, Juliana (MTO) <juliana.wilson@ontario.ca>; Vatrt, Louis (MTO) <Louis.Vatrt@ontario.ca>
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Good afternoon Theresa and Kristin.

If you can respond to this constituent that would be greatly appreciated.

Have a great day!

Sincerely,

Tas

From: Borovilos, Tas
Sent: December 14, 2020 2:41 PM
To: [redacted]
Subject: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Good afternoon [redacted]

Thank you for bringing your concerns regarding the Durham-Scarborough Bus Rapid Transit project to MPP Thanigasalam's attention.

MPP Thanigasalam has been involved in conversations with this project with the Highland Creek Association and Metrolinx.

He continues to provide feedback on the project to Metrolinx and the Ministry of Transportation on behalf of all residents who have contacted him regarding their concerns.

Metrolinx previously informed us and constituents that The Durham – Scarborough Initial Business (IBC) in 2018 analyzed alternative routing options along Ellesmere Rd. Kingston Rd. and Highway 2A. Ellesmere Rd. was found to be the preferred option for he following reasons:

1. It provides the most direct connection to key destinations within Scarborough saving travel time savings to transit users and operating costs.

2. It maximizes access to the corridor for the existing transit service network in Toronto and Durham region.

3. Provides the biggest benefits in connecting residents and employment to the wider transit network through to 2041.

4. Protects the future rapid transit expansion within Scarborough.

At this time Metrolinx is currently hosting an online Public Information Centre #3.

Durham-Scarborough BRT Project

The purpose of the Public Information Centre is to present and seek feedback on the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures. The Public Information Centre will run until Sunday, January 10, 2021

New metrolinx Virtual Event #3
November 16 – January 10 2020

www.metrolinxengage.com/dsbrt

https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

We had asked for an extension to January 10th based on feedback received from residents in the riding.

It should be noted that all PIC materials will remain on the website after the official consultation period ends and the public is encouraged to continue to write to the project team at dsbrt@metrolinx.com with their feedback on the project.

Thank you again Joseph for sharing your concerns with us and do let us know if you have further concerns on this matter or any other Provincial matter going forward.

Should we receive any updates on this matter we will be sure to let residents in the area know.

Sincerely,

Tas Borovilos
Case Manager
Office of MPP Vijay Thanigasalam
Scarborough – Rouge Park
416-283-8448

From [redacted]
Sent: December 12, 2020 11:57 AM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx, BRT

Hello,

I recently submitted the following comments to Metrolinx about the changes proposed for Ellesmere Rd. from Military Trail to Highway #2. I have also been in contact with neighbors and can assure you that many of us are very concerned that these proposals will adversely change the neighborhood we live in and hold so dear.

To Metrolinx

Many, many concerns. Your plans for Ellesmere from Military Trail to Highway #2 are very problematic for those of us who live along what you call a 'pinch point'.

If there were a cost-benefit analysis done for the residents of Ellesmere, I'm not sure you could find a benefit of any kind but you would surely find many 'costs' or negative externalities. I list a few below.

#1. Your plans to expand Ellesmere to six lanes between Military Trail and Meadowvale will require the cutting down of hundreds of mature trees along the boulevards. I'm not sure that that's consistent with the long-term environmental goals set by the city of Toronto years ago.

#2. The houses on Ellesmere between Military Trail and Highway #2 actually face the road; they do not back onto it. Thus, the reserved BRT lanes bounded by raised barriers will be unsightly and likely lower property values.

#3. The reserved BRT lanes will create unnecessary inconvenience to the homes along Ellesmere. Only 'right turn' entrance into driveways means that many of us who live on the south side of Ellesmere will exit the 401 with our cars at Morningside rather than Meadowvale. This will increase traffic through the tight intersection at Military Trail and Ellesmere where hundreds of cars and pedestrians cross during the day.

#4. The amount of traffic on Ellesmere between Military Trail and Highway #2 is minimal. Most coming from the east along Highway 401 in their cars do not exit at Port Union to come along #2 and turn onto Ellesmere. Those that use Ellesmere in cars are mostly residents getting to and from work, shopping etc. It is not a 'thorough fare'. Those that travel by TTC through that stretch of Ellesmere are very few and they are residents who live along and on the side streets of Ellesmere. Those who use Pulse buses coming from Durham are students going to UTSC. I'm not sure why any other Durham resident would be riding Pulse into Scarborough along that route. Thus, I'm not sure the investment of money in all these changes and the disruptions caused makes any short or long-term sense.

My overall advice would be to leave the 'pinch point' alone. There is no need for designated lanes for buses between Military Trail and Highway #2 along Ellesmere. It seems to be working fine. Keep Ellesmere from Military Trail to Highway #2 at four lanes. There's no need to expand the road. The amount of bus ridership -- TTC or Pulse -- along that stretch is minimal. What I would suggest, instead, is investing in a complete repaving of Ellesmere from Military Trail to Highway #2 to eliminate the bumps and vibrations. It will make for smoother and faster movement of all people, in cars and buses, while maintaining the integrity of what is a beautiful neighborhood.

There's not much more to say. My neighbors and I have been discussing this. We're not upset with your BRT plan just because it will disrupt our neighborhood which it inevitably will. We're also upset because the plans don't seem to be worth the cost to the taxpayer. Again, lots of costs -- explicit and implicit; few, if any, benefits!

[redacted]

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: December 21, 2020 1:06 PM
To: [redacted]
Subject: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021
Attachments: 408KingstonRdW.png

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, December 21, 2020 10:39 AM
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hi [redacted]
Thank you for your email. The current preliminary design concept near [redacted] is attached.
You can review the design at our interactive map here: www.DSBRTmap.ca.

The design concept west of Rotherglen Road includes 1 lane for westbound traffic, 1 eastbound left-turn lane, and 2 lanes for eastbound traffic. Plus 2 centre-running bus lanes (shown in red) and a transit platform for bus riders (shown in blue). The design concept also includes new wider sidewalks on both sides of Kingston Road west of Rotherglen Road.

Based on the current design, approximately 7 metres of property may be required from the existing property line. The extent of property impact will be confirmed through the detailed design process. There may be other Regional needs, such as daylight triangles or potential utility easements.

Note that the existing driveways at [redacted] would be maintained; however, access on Kingston Road would become right-in / right-out only. Eastbound vehicles could either turn left onto [redacted] and access the driveway there. Or make a u-turn at Rotherglen and turn right into the driveway.

The design concept as shown would require removal of about four trees on the private property and one street tree that is within the road right-of-way.

If you have other questions regarding developing the site, please contact Region of Durham Planning and Development group (https://www.durham.ca/en/doing-business/planning-and-development.aspx). The Region of Durham can give you more information about the future right-of-way of Kingston Road.

Let me know if you have any other questions,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [redacted]
Sent: Tuesday, December 15, 2020 8:21 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com; [redacted]

[redacted]
Subject: Re: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello Everyone

Could I please get an accurate drawing of what is being proposed at [redacted] in Ajax

The [redacted]

From what I can gather, the expansion would include land up to the turn circle in my driveway which is probably 5 feet above the proposed curb
As well as probably require the removal of a few very large and tall 50 foot tall trees

I know it is too early to have all the details worked out, but I am curious as to what your plans are with respect to maintaining my Kingston Road access

We are considering developing the site and need to know where the new proposed lot line would be to determine where we could place the building
So we are in limbo until that line is fixed since the original line of what we were proposing is encroaching on the land that you are proposing to use for the traffic lane and sidewalk

[redacted]

On Dec 11, 2020, at 12:56 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021

We need your input on the proposed preliminary design.
https://www.metrolinxengage.com/dsbrt [can01.safelinks.protection.outlook.com]

You can provide feedback on the preliminary design by completing an online survey or through the interactive map: www.DSBRTmap.ca [can01.safelinks.protection.outlook.com]
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

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[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December 15, 2020 1:08 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Tuesday, December 15, 2020 - 01:08
Submitted by anonymous user: 2607:fea8:329f:4100:642f:c3e9:19a1:9ca1
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Usage of Military Trail to Kingston Road portion of DSBRT
Message:

I would appreciate it if you could provide me the following:
a) Any research that you have done showing the number of people in the corridor between Military Trail and Kingston Road that are currently (i.e. 2019 or whatever your base year is) using the Pulse bus service to travel east.
b) The annual forecast of people in the corridor between Military Trail and Kingston Road that are expected to use the DSBRT system to go east over the period 2020 to 2040
c) Alternative high and low scenarios associated with the forecast in b) above
d) In your presentation you estimate the benefit cost ratio for the project to be 1.2. What will be this ratio under the alternative scenarios in c) above?
e) Do you expect the impact of Covid 19 on the working patterns (i.e. telecommuting and om-line shopping) to affect the viability of this project?
Thank you in advance for your responses to my questions.

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December 16, 2020 11:40 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Wednesday, December 16, 2020 - 11:40
Submitted by anonymous user: 142.114.15.4
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: CONCERING LEFT TURN FROM [redacted] BUILDING
Message:

I would like to say that when the left turn can hamper businesses, it should be reconsidered as business is the life blood of a city.
I am one of the tenant of [redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18689

Facebook Twitter Instagram

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To: Vijay Thanigasalam – MPP, Scarborough-Rouge Park
Tas Borovilos – Case Manager, Office of Vijay Thanigasalam
Letter sent via email

As a resident of Highland Creek for 35 years, I am very upset by the Metrolinx proposal for Ellesmere Road. I am wondering how many Members of the Planning Committee or Politicians would want 6 lanes of traffic going by their front doors?

We are the only section of this Proposed Rapid Transit that it will affect the most. All other transit systems go through Commercial Properties and so stimulates the economic growth of these areas.

If this is to go through, we will not be able to go East out of our driveways or turn in from the West. We would have to be creative to find ways to get home.

Snow removal would be a disaster. We are supposed to be cleared at the end of our driveways after a snowstorm. Well, that hasn't happened for a long time. Can you imagine the snow build up on 6 lanes for removal, virtually impossible to clear.

We pride ourselves as Highland Creekers. We have already gone through construction on this street when it went from 2 lanes to 4 quite a few years ago. At this time, there used to be a hill. The road was raised approximately 9 feet at that time. In the first Spring after that, I had a major flood in the basement. The City claimed no responsibility.

I do not wish to go through another construction, which, this time would involve taking out our mature trees and entirely upsetting the eco system of our area.

I have been observing the buses that go by my house. Very few if any passengers are on them, including the Durham buses. It was like this long before Covid-19.

It would seem to me that money would be better spent publicizing the beauty of Scarborough and in particular Highland Creek. It is no secret that Scarborough has had a bad image for a long time. It is time that the Politicians stood up for us.

Leave the lanes as they are. Perhaps paint a designated bus lane as on Kingston Road, but better yet, re-route the Durham buses to go along Sheppard to join up with the transit system on Morningside. Please do not upset our neighbourhood.

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 13, 2021 3:50 PM
To: [redacted]
Subject: FW: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021
Attachments: [redacted].docx

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 3:39 PM
To: [redacted]
Subject: FW: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hi [redacted]

Thank you for your letter attached. You raise several important issues, including route selection, changes along the corridor, and winter maintenance. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed.

Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house. As with most bus routes, the ridership near one end of the route is lower than the other end. Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre. Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre. These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be busier. Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn “green arrow”. This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction. Metrolinx and the City are aware of the impacts of construction on local areas and will be developing a plan for this corridor as the project moves from the current planning phase to detail design.

Winter maintenance is an issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

[redacted]

From: Hailey McWilliam
Sent: January 5, 2021 1:22 PM
To: [redacted]
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

Track and file

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: January-04-21 4:36 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

---

From: Internet, Council <council@whitby.ca>
Sent: December 17, 2020 1:14 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>
Subject: RE: From a concerned Whitby resident regarding plans for the Transit Mall

Dear [redacted],

Thank you for your email which was provided to Mayor Mitchell for his review and he will respond directly to your concerns.

Sincerely,

Mandy Lee
Administrative Assistant and Customer Service Specialist
Office of the Mayor and Council

Town of Whitby
T 905.430.4300 x2203
C 905.706.3211

From: [redacted]
Sent: December 17, 2020 12:09 PM
To: Internet, Mayor <mayor@whitby.ca>; Drumm, JoAnne <drummjoanne@whitby.ca>; Leahy, Chris <leahyc@whitby.ca>; Newman, Deidre <newmand@whitby.ca>; lorne.coe@pc.ola.org; chair@durham.ca; [redacted]
Subject: From a concerned Whitby resident regarding plans for the Transit Mall

[EXTERNAL EMAIL]

Hello Mayor Mitchell, Regional Chair Henry and members of the Whitby council and BIA,

I am a homeowner living in downtown Whitby, and have only recently learned about the plans for the so-named "Transit Mall" which will prevent cars from travelling east and west along Dundas Street from Euclid to Athol Street.

I watched the recording of the Background Information Session on the Durham-Scarborough Bus Rapid Transit Project last night, and it left me with some very grave concerns, that I believe are being overlooked by council.

As most of you are aware, Athol Street is a school zone, with Sir William Stephenson Public school situated at the end of the street. Many young students walk along Athol, as it is the only direct route to get to the school.

If a traffic mall is constructed, and cars are unable to continue eastward along Dundas (or exit off Brock Street east onto Dundas) there is no question more traffic will be diverted off Dundas (Highway 2) and Brock Street (which as you all know, is one of the main exits off Highway 401 into Whitby) and on to our residential streets.

If the transit mall is built, and cars are unable to continue east along Dundas, anyone wishing to do so will have to divert on to residential streets, crossing King Street, Centre Street, Byron Street, Brock Street, Green Street and finally on to Athol Street, before they can turn east to continue along Dundas Street.

Similarly, anyone travelling north on Brock Street who wishes to go east along Dundas will have to turn off Brock Street and cross Green Street and on to Athol Street, before continuing east.

There is no doubt we will see an increase in traffic on Athol Street, which is for all intents and purposes, a school zone.

Traffic will also be redirected onto residential streets north of Dundas, but as a resident living south of Dundas, and as a parent, my biggest concerns are for the safety of the children attending Sir William Stephenson and Henry Street high school.

I'm opposed to this plan on other grounds, as only a small percentage of people use the buses to go shopping in downtown Whitby (and even a 25% faster bus system won't change that) and people need to park their cars somewhere in order to shop and eat in the downtown area.

As a former resident of Newmarket, living along Davis Drive during their construction, I can also promise you that the construction of these Metrolinx lanes will take years to complete, and customers will not be able to access the shops and restaurants in the area for years, and many shops will go out of business during that period.
However, that complaint will be delivered to Metrolinx, as the town of Whitby has no power to fight Metrolinx.

This council does have the power to continue to allow traffic to travel east and west along Dundas Street, and I ask you to reconsider your plans for the transit mall.

As Mayor Mitchell stated, safety is one of his top priorities for the downtown area.
In attempting to safeguard Dundas Street for pedestrians, you are potentially increasing traffic and risking the safety of pedestrians (many of them school aged) along several residential streets.

I ask you to please reconsider.

Thank you for your time,

[redacted]

[redacted]

From: Hailey McWilliam
Sent: December 17, 2020 9:49 AM
To: [redacted]
Subject: FW: Durham-Scarborough BRT - Notice of Public Information Centre #3

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, December 17, 2020 9:48 AM
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi [redacted]
Thank you for your questions dated November 24, 2020 regarding climate change and bird-friendly station designs.

We agree that climate change resilience is an important consideration for all infrastructure projects. Development of climate models and their derivatives to predict impacts of future extreme weather events is a collaborative effort of multiple agencies. Conservation Authorities and local Municipalities are being consulted to develop the preliminary design of the Durham-Scarborough Bus Rapid Transit project. Due to the levels of uncertainty with both Global and Regional Climate Models, consideration of climate change has not been standardized. This project does consider extreme weather events and increased rainfall intensities to identify infrastructure climate risk and flood vulnerability following technical guidelines on valley and stream corridor crossings and stormwater management published by the Toronto Region Conservation Authority, Central Lake Ontario Conservation Authority, and local Municipalities.

A series of criteria are used to evaluate the flood resilience and risks of climate change of the transit infrastructure. The criteria are based on hydraulic models simulating riverine flooding obtained from the Conservation Authorities. Criteria include the limit of regulatory floodplain, potential stormwater overland flooding areas, flow depth and velocities in floodway. In addition, green infrastructure is also being considered in the stormwater management to increase climate change resilience.

The project will also include recommendations for regular monitoring during operation of the transit facilities for climate resiliency. You may also be interested to know that a Climate Change and Sustainability Report will also be produced as part of the project. The report will evaluate potential impacts and mitigation measures related to climate change. This report will form part of the Environmental Project Report that will be available for public review next year.

Regarding the station design, it is important that the shelters have some glazing to enhance safety for transit riders to meet Crime Prevention Through Environmental Design (CPTED) standards. The design presented as part of PIC #3 is conceptual to illustrate the general massing and scale against the streetscape. During a future detail design phase, the shelter design will be completed including:

- Materials, colours and finishes of the platform surface and/or wall panels
- Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations
- Art, maps, and cultural heritage elements
- Placement and amount of benches and seating
- Curbside platforms can be narrower or integrated with sidewalk

Bird friendly frit and colour contrasted distraction pattern will be applied to shelter glazing in accordance with municipal requirements, Metrolinx design standards, Accessibility for Ontarians with Disabilities Act (AODA), and Metrolinx Universal Design Guidelines.

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.
We have added you to the project mailing list to receive future project updates.

Regards,
Margaret Parkhill, P.Eng.

From: [redacted]
Sent: Tuesday, December 1, 2020 11:35 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi Margaret,

I emailed my comments (as an attachment) regarding the DSBRT PIC#3 to the Metrolinx email address (DSBRT@metrolinx.com) on November 24, 2020. I requested an email acknowledging receipt of my comments but have not received any response yet. I contacted Kristin Demasi at Metrolinx by telephone on November 26, 2020. Kristin was not able to find my email. She asked me to send the email with the attachment to her email address (kristin.demasi@metrolinx.com). I did so and again requested an email acknowledging receipt of my comments but have not received any response yet. Perhaps the Metrolinx mail server is blocking my emails (possibly a problem with the attachment?).

I am sending this email to you with my comments attached regarding the DSBRT PIC#3 . I have changed the format of the attached file from docx to pdf in case the docx format is causing a problem with email servers. I hope you are able to receive this email and attachment.

Could you send me a return email confirming that you have received my comments and that my name has been added to the project mailing list?

Thank you.

[redacted]

On Tue, Nov 17, 2020 at 11:00 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project.
>
> Public Information Centre #3 is now being held virtually on the project website: https://www.metrolinxengage.com/dsbrt.
>
> The Public Information Centre will be hosted from November 16 through December 18, 2020.

Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.

You can provide comments through the website by completing an online survey, or by emailing the project team at dsbrt@metrolinx.com.

Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.

We appreciate your on-going participation in the project.

Regards,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

You can unsubscribe at any time by replying to this email with the subject line “Unsubscribe”.

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December 17, 2020 2:38 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Thursday, December 17, 2020 - 14:37
Submitted by anonymous user: 24.137.46.50
Submitted values are:

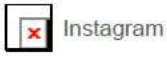
Your name: [redacted]
Your e-mail address: [redacted]
Subject: Pinch Point #1: Ellesmere Road from Military Trail to Meadowvale Road in Scarborough
Message:
Once again planning is making the automobile king, ignoring the walkability of the existing neighbourhood, limiting the pedestrian to signalized intersections, and separating Highland Creek into two distinct communities, separated not by natural geographic features, but rather by man-made barriers that will once again sterilize once was a rather active and social community into communities bounded by infrastructure designed simply to move commuters from the suburbs and outlying communities into a downtown core already overwhelmed by transportation-related infrastructure. As roadways become wider, more and more of existing communities are lost to concrete and steel that has absolutely nothing to do with community development or community sustainability. That the scope of the roadway being proposed strictly for automobiles in this time of climate change awareness, economic hardships being faced by the generations that this project is targeting, decreasing reliance on personal automobiles by these same generations is

astonishing!
Coming out of this pandemic, with many businesses taking a hard look at alternative work space and arrangements, is not Metro Linx pursuing a plan that could vert well be out of date before the first shovel hits the ground?
Scarborough College Campus, despite the Secondary plan sub mitted for review to the municipality, will also be divided into two separate campuses, the initial campus on Military Trails, and the emerging campus flanking Military Trail and fronting onto Morningside. Having been expropriated by the college in the 1960's and observing a large portion of those lands sit dormant and unutilized, or under utilized for more than 45 years, you might understand the skepticism of many about the efficacy of this type of "planning", especially when Metrolinx's messaging around "Minimal property acquisition required to achieve Official Plan right-of-way", and "Minimal natural heritage features and cultural heritage resources" is so dismissive of the residents who will be impacted by this project. It is worth noting that Natural Heritage features and Cultural Heritage DO NOT address the culture and heritage of the community of Highland Creek that is being drastically impacted by this transportation project.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/18694







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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 9:04 AM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: DSBRT/ ELLESMERE

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 4:33 PM
To: anna [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: DSBRT/ ELLESMERE

Good Afternoon [redacted]

Thank you for your letter. We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project.
We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.

You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still refining the design to minimize impacts to property as much as possible.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

> -----Original Message-----
> From: [redacted]
> Sent: December 18, 2020 6:39 AM
> To: dsbrt@metrolinx.com
> Cc: Borovilos, Tas <tas.borovilos@pc.ola.org>
> Subject: DSBRT/ ELLESMERE
>
>
> To whom it may concern:
>
> Good day, I am a resident of the Highland Creek community a hidden gem within Toronto a heritage village with historical values. I also live on one of the side streets just south of Ellesmere Rd.
>
> You, METROLINX along with the city and provincial government are planning to build the BRT along Ellesmere Rd. It would be a GROSS Misjudgment in error to even consider building this huge disruption in the middle of a residential community. There are beautiful large single family homes along the entire length from Kingston Rd to Military Trail (approx 220) and it would be the first in Ontario, if not Canada for METROLINX to do something like this in the middle of a residential community. The noise pollution the traffic disruption the expropriation of property the health risks of high tension wires to accomplish this feat is unconscionable when SHEPPARD Ave the next main large road just north of Ellesmere with wider four lanes no homes but only businesses and open space is the logical choice.
>
> If this is being done to serve THE UNIVERSITY because they have deep pockets and lobbyist to get their way would be a disgrace and shows that they have NO vested interest in our COMMUNITY — A HERITAGE COMMUNITY. Instead of the beautification of our community they are trying to destroy it. There is no reason why a student could not take a bus south from Sheppard to get to the university or walk!!!
>
> NO TO THE DSBRT ON ELLESMERE RD
>
> Thank you
> A CONCERNED RESIDENT OF 35 years
>
> [redacted]
>
>
>
>
>
> Sent from my iPhone

[redacted]

From: Hailey McWilliam
Sent: January 7, 2021 6:30 PM
To: [redacted]
Subject: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, January 7, 2021 6:03 PM
To: [redacted]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello [redacted],
It would be best for you to connect with the Region of Durham Planning and Development group regarding your proposal for development (https://www.durham.ca/en/doing-business/planning-and-development.aspx).

The Region of Durham can give you more information about the best way to proceed.
Regards,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [redacted]
Sent: Tuesday, December 22, 2020 10:15 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello Ms. Parkhill

Thank you for sending the image / concept / plan

You may not be aware that we are considering developing the properties at [redacted]

Our current plan is to build a retirement home and we have been in discussions with the planning department in Ajax

In order to proceed we need to know where to relocate the placement of the new building and amend the drawings

Currently our design was butted up to the existing sidewalk so obviously that will need to change.

And if utility easements and view angles take away even more land, reducing the density, then obviously the site can become less viable
For instance, could those utilities be moved underground through the Village?

That all said, we are primarily concerned with getting a development with the appropriate zoning approved and built and like the idea of having the bus stop at the door.

Please know that we are very much interested in seeing how we can work together to get this worked out so everyone wins.

The image you sent has some comments on it like “property impacts are under review”

Can we be included in these discussions?

Looking forward to talking to you soon

[redacted]

On Dec 21, 2020, at 10:38 AM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

H [redacted],
Thank you for your email. The current preliminary design concept near [redacted] is attached.
You can review the design at our interactive map here: www.DSBRTmap.ca.

The design concept west of Rotherglen Road includes 1 lane for westbound traffic, 1 eastbound left-turn lane, and 2 lanes for eastbound traffic. Plus 2 centre-running bus lanes (shown in red) and a transit platform for bus riders (shown in blue). The design concept also includes new wider sidewalks on both sides of Kingston Road west of Rotherglen Road.

Based on the current design, approximately 7 metres of property may be required from the existing property line. The extent of property impact will be confirmed through the detailed design process. There may be other Regional needs, such as daylight triangles or potential utility easements.

Note that the existing driveways at [redacted] would be maintained; however, access on Kingston Road would become right-in / right-out only. Eastbound vehicles could either turn left onto [redacted] and access the driveway there. Or make a u-turn at Rotherglen and turn right into the driveway.

The design concept as shown would require removal of about four trees on the private property and one street tree that is within the road right-of-way.

If you have other questions regarding developing the site, please contact Region of Durham Planning and Development group (https://www.durham.ca/en/doing-business/planning-and-development.aspx). The Region of Durham can give you more information about the future right-of-way of Kingston Road.
Let me know if you have any other questions,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [redacted]
Sent: Tuesday, December 15, 2020 8:21 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com; [redacted]
Subject: Re: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello Everyone

Could I please get an accurate drawing of what is being proposed at [redacted] in Ajax

The [redacted]

From what I can gather, the expansion would include land up to the turn circle in my driveway which is probably 5 feet above the proposed curb
As well as probably require the removal of a few very large and tall 50 foot tall trees

I know it is too early to have all the details worked out, but I am curious as to what your plans are with respect to maintaining my Kingston Road access

We are considering developing the site and need to know where the new proposed lot line would be to determine where we could place the building
So we are in limbo until that line is fixed since the original line of what we were proposing is encroaching on the land that you are proposing to use for the traffic lane and sidewalk

[redacted]

On Dec 11, 2020, at 12:56 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021

We need your input on the proposed preliminary design.
https://www.metrolinxengage.com/dsbrt [can01.safelinks.protection.outlook.com]

You can provide feedback on the preliminary design by completing an online survey or through the interactive
map: www.DSBRTmap.ca [can01.safelinks.protection.outlook.com]
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this

[redacted]

From: Hailey McWilliam
Sent: December 22, 2020 12:31 PM
To: [redacted]
Subject: FW: Durham-Scarborough Bus Rapid Transit- Whitby Community Meeting Thursday January 7 2021 at 6:30pm

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, December 22, 2020 12:29 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit- Whitby Community Meeting Thursday January 7 2021 at 6:30pm

Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting
Thursday, January 7, 2021 at 6:30 pm

The event will be held at:
https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting

We kindly request that you circulate this notice to your colleagues, neighbours and friends.
You can review project information specific to the Town of Whitby at:
https://www.metrolinxengage.com/en/content/whitby
You can provide feedback on the design at any time by completing an online survey or through this interactive map:
www.DSBRTmap.ca
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Meeting Summary – DRAFT – Durham Region Cycling Coalition

To/Attention	Notes to File	**Date**	December 23, 2020
From	Margaret Parkhill	**IBI Project No**	119887

Subject Durham-Scarborough Bus Rapid Transit
Metrolinx
December 9, 2020, 7:00 p.m. to 8:00 p.m.

Present [redacted],
Durham Region Cycling Coalition
Viji Mathi, Durham Region
Jack Phelan, Durham Region Transit
Kristin Demasi, Metrolinx
Ragavan Thuraisinganathan, Mia Yu, Parsons
Margaret Parkhill, Zibby Petch, Hailey McWilliam, Adrian Chiu, IBI Group

Distribution Attendees and Project Team

Item Discussed	**Action By**
M. Parkhill welcomed attendees and introduced the meeting agenda. The purpose of the meeting was to: • Provide information on the Durham-Scarborough Bus Rapid Transit project. • To discuss the proposed design, including cycling facilities, in Durham Region. • To understand the needs of cyclists along the corridor. • To answer attendees' questions.	INFO
K. Demasi welcomed everyone and thanked attendees for their time and input.	
M. Parkhill provided information on the project schedule, consultation to date, and the Bus Rapid Transit (BRT) stop locations and design.	
A summary of the discussion is included below.	
Question: What cycling facilities are proposed in Toronto? The cycling infrastructure does not connect through the Rouge Valley. Did you consider using Twyn Rivers Drive?	
Response: Noted that there are cycling facilities planned in Toronto, but the meeting focus is on cycling facilities in Durham Region. M. Parkhill will bring the Twyn Rivers Drive suggestion back to the team for consideration.	Z. Petch

Item Discussed	Action By
Comment: Other than the Waterfront Trail, there is no way for cyclists to connect into Scarborough. **Question:** There does not appear to be any cycling facilities between Altona Road and Ellesmere Road. Are there facilities on Kingston Road, west of the Rouge Valley? Twyn Rivers Drive has a very steep grade that is not suitable for all cyclists. **Response:** This project does not propose any changes to the bridge over the Rouge Valley. West of the bridge, the project team is consulting with MTO regarding design options on Kingston Road, west of the Rouge Valley. So far, MTO has been supportive. The interactive map does not show a design because the final option has not yet been determined. **Question:** At Pickering Village, when the existing two general traffic lanes become one in the westbound direction, how will traffic merge? **Response:** Our traffic model shows that the majority of trips within the segment are longer distance trips. This means that drivers are more likely to choose alternate routes. Our model shows that some traffic will turn at Rotherglen Road to avoid Pickering Village. **Comment**: There are no cycling facilities shown through Pickering Village. **Response**: The project team needs to balance various demands. Unfortunately, in constrained sections of the corridor, there are trade-offs. In this section, to minimize impacts to traffic and cultural heritage resources, cyclist will need to take an alternate route. **Comment**: Can you consider diverting cyclists on the south side down Randall Road to Lincoln Street and across to Rotherglen Road? **Response**: The team was trying to take advantage of the existing trail bridge on the north side of Kingston Road. The cemetery on the south side is a major constraint. **Comment**: Could the sidewalk become a multi-use trail on the south side? Cyclists would appreciate not having to cross Kingston Road to use the alternate route. **Response**: Unfortunately, the minimum requirements for a multi-use trail are wider than a sidewalk and there does not appear to be space in this location. **Question**: As part of Vision Zero Durham, crossings should be minimized, as it increases the chance of accidents. **Response**: We will review this location to determine if the crossing can be avoided by providing an eastbound detour along the south side as well, but due to the cemetery it is anticipated this may not be feasible. **Question**: Will there be cross-rides at intersections?	Z. Petch

Item Discussed	Action By
Response: Yes. Through the Environmental Assessment, we need to protect space for the ultimate design, which includes cross-rides. We haven't yet finalized the intersection design, but space will be protected for cross-rides.	
Question: Have you considered right-turn restrictions, or technology that delays the right-turn for vehicles if pedestrians and cyclists are present?	
Response: We are analyzing traffic volumes to determine where right-turn lanes are required. Technology will be determined in detail design.	IBI Group
Question: Are there connections to planned regional and municipal cycling facilities, for example, the facilities proposed on Rougemount Drive?	
Response: Yes, we have included existing and proposed cycling facilities on the detailed maps to show connections.	
Question: For the alternate route through Pickering Village, who will be responsible for putting down sharrows?	
Response: This is not part of the BRT contract, but may be done by the Region or Ajax. Implementation is still being determined.	
Comment: Note that Sherwood Road is not continuous. It ends at a footpath.	
Response: There may need to be some improvements to accommodate cyclists and pedestrians.	
Question: If the transit mall is implemented, where would cyclists detour? Raglan has on-street parking.	
Response: We will discuss the alternate route further with the Town of Whitby.	Project Team
Comment: Many of us sit on local cycling committees. Peter is the Chair of the Whitby Cycling Committee.	
Question: The Whitby design will require drivers to take alternate routes. Are you considering the alternate route drivers and cyclists are going to take?	
Response: We are analyzing the impacts with the Town of Whitby, Durham Region and Metrolinx. To examine baseline conditions we used cellphone data from pre-COVID. Based on the analysis, 20% of trips would divert to alternate routes. Approximately 45% of traffic could take other arterial / collector routes for their trip. One advantage of the area is that it is a grid system that traffic can easily flow through.	Project Team
Question: What do you classify as long-distance trips?	
Response: Trips that start and end outside of the core area of Whitby, which is defined the CP rail track to the north, Highway 401 to the south, Annes Street/Cochrane Street to the west, and Garden Street to the east.	
Question: Do you plan to widen Highway 401 to support the BRT project?	

Item Discussed	Action By
Response: Widening and improvements to Highway 401 are outside the scope of this project. MTO indicated that there are some planned improvements to Highway 401. **Question**: Why isn't this project considering converting the one-way streets in Oshawa to two-way streets? **Response**: The conversion is outside the scope of this project. The City of Oshawa previously considered studying the conversion of some one-way streets. **Question**: What will the speed limit be along the corridor? **Response**: In downtowns, the posted speed will be 50 km/h. BRT buses will adhere to the posted speed limit. **Question**: Mary Street is a significant cycling corridor. Will the buses turnaround on Mary Street? **Response**: No, the buses will not be using Mary Street as a turnaround. **Question**: The alternate route through Downtown Whitby is far from the core of Downtown. Have you considered connecting through the trails at Midtown mall and Athol Street? **Response**: We will review your suggestion.	Z. Petch
Comment: A cycle track could be added on Gibb Street to Centre Street to connect into downtown and the Oshawa mall. **Question**: Will there be washrooms along the corridor? Or on buses? **Response**: No, washrooms will not be included in the shelters or the BRT buses. [redacted] thanked the project team for sharing the plans with the DRCC and requested a copy of the slide deck. He noted that DRCC will provide a formal comment/response via letter to the project team. Z. Petch noted that it would be helpful if DRCC could provide feedback on alternate routes that are more intuitive for local cyclists through mark ups with any formal feedback they provide. M. Parkhill thanked the attendees for their time and input. Noted that the project is in the planning stages, so this is the appropriate time to consider the issues that were raised today. The project team is continuing to develop the preliminary design. M. Parkhill encouraged the attendees to participate in Public Information Centre #3, available now on the project website, and share the link with their networks.	

Please advise of any errors or omissions to Margaret Parkhill by January 11, 2021.

[redacted]

From: Hailey McWilliam
Sent: December 23, 2020 1:19 PM
To: [redacted]
Subject: FW: Summary of DRCC meeting - DS BRT
Attachments: TTM_2020-12-09_DRAFT_DRCC_2020-12-22.pdf

Track and file

From: Hailey McWilliam
Sent: Wednesday, December 23, 2020 1:18 PM
To: Durham Region Cycling Coalition <[redacted]
<[redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>; Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>; Zibby Petch <zibby.petch@ibigroup.com>; Adrian Chiu <adrian.chiu@ibigroup.com>; Yu, Mia <Mia.Yu@parsons.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; Viji Mathi <Viji.Mathi@durham.ca>; david.dunn@durham.ca; Jack Phelan <Jack.Phelan@durham.ca>
Subject: Summary of DRCC meeting - DS BRT

Good afternoon,

Thank you for taking the time to meet with us on December 9 to discuss the Durham-Scarborough Bus Rapid Transit project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by Monday, January 11.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, November 24, 2020 9:48 AM
To: Margaret Parkhill; david.dunn@durham.ca; Jack Phelan; Kristin Demasi; Hopper, David; Adrian Chiu; Durham Region Cycling Coalition; [redacted]
Cc: Thuraisinganath, Ragavan; Hailey McWilliam; Zibby Petch; Mai-Linh Ho; Yu, Mia; [redacted] Sarah Chowdhury; Viji Mathi
Subject: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit
When: Wednesday, December 9, 2020 7:00 PM-8:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams

[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 11:32 AM
To: [redacted]
Subject: FW: Great News

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:29 AM
To: [redacted]
Subject: RE: Great News

H[redacted]

Thank you for your email. We have noted your comment as part of the public record for this project.

We are currently reviewing all the feedback from the recent public information centre. You can keep updated with the project via the website
https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%[redacted]40ibigroup.com%7Cc78e59bdfe4843d91d6a08d8b8a9d936%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462386927466653%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=%2F5wL0CqvSQfsQDJi8YacSWDD%2FyLbWaQl%2FKq4cPdYZrU%3D&reserved=0
Additional engagement is planned for 2021.

Regards,
The Durham-Scarborough BRT Project Team

-----Original Message-----
From: Brian McDonald <[redacted]
Sent: December-30-20 12:01 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Great News

Metrolinx is a Mega Corporation, doing what it wants with no government oversight, because half the politicians are on your board or in your pocket.
Have fun on the Golf Course in Las Vegas !!

Sent from my iPhone

[redacted]

From: Hailey McWilliam
Sent: January 5, 2021 9:26 AM
To: [redacted]
Subject: FW: DSRBT Virtual Meeting December 9, 2020
Attachments: Letter to IBI Group_DSRBT 2021-01-04.pdf

Track and file

From: Durham Region Cycling Coalition <[redacted]
Sent: Monday, January 4, 2021 5:34 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: dsbrt@metrolinx.com; david.dunn@durham.ca; [redacted]
Subject: [redacted] December 9, 2020

Hello Margaret,

Please see the attached letter from DRCC with additional comments following our virtual meeting on December 9, 2020.

Regards,

[redacted] DRCC

DURHAM REGION CYCLING COALITION

Website: durhamsafecycling.ca
Email: [redacted]
Mail: [redacted]

Advocating for Safe Cycling Throughout Durham Region

DSRBT Team
IBI Group (Metrolinx)
55 St. Claire Avenue West
7th Floor
Toronto, ON
M4V 2Y7

Via E-mail: dsbrt@metrolinx.com

Attention: Margaret Parkhill, P. Eng.
Consultant Project Manager

January 04, 2021

Re: DSRBT Vitual Meeting December 9, 2020

Dear Margaret

We would like to thank you for the opportunity to discuss this significant project at the virtual meeting on December 9, 2020 and subsequently have no comments to add to the draft Meeting Summary forwarded to us.

The Project represents a major step forward in improving public transit within Durham Region and continuation to Scarborough. We recognize that cycling is not a major component of the Project but we are extremely pleased to see that cycling has been recognized as a significant form of active transportation within the project.

Moving forward we would like to add some additional comments and observations.

1. Certain questions of the preliminary design have been referred to the detailed design phase for resolution. Our experience shows that once detailed design begins and is complete it is fait accompli.
   Will there be any further opportunity to comment on certain aspects during the detailed design? We may have further ideas and suggestions that could be explored.
2. We welcome the inclusion of separated cycling infrastructure, i.e., cycle tracks wherever possible. We consider cycle tracks to be significantly safer since

cyclists are physically separated from traffic and pedestrians. Multi Use Paths (MUPs) shared with pedestrians and others are always a source of conflict.

3. The recognition of the necessity to provide cross rides, cyclist traffic lights and green paint, per OTM Book 18, at intersections and driveway crossings is welcome. We have also raised this point with the Region's Vision Zero initiative and have received positive feedback.
4. It is difficult to accept that gaps in the proposed cycling infrastructure exist in the current design. Any omissions at this stage are unlikely to ever be addressed in the future on the basis of prohibitive costs and traffic disruptions. Dollars spent today are an investment and opportunities should not be dismissed with comments like "*cyclist will need to take an alternate route*".
5. The bridge over the Rouge River is one of the gaps referred to above. In Vancouver, the Burrard St. Bridge, and in Montreal, both the Nuns Island Bridge and the Pont de la Concorde Bridge were all modified to accommodate active transportation.

   In Vienna, Austria the bridge over the River Danube for Highways A23/E59 was modified by adding a cantilevered structure to accommodate AT users. A light structure added to the Rouge bridge should not significantly exceed the current design capacity, if at all.
6. With the exception of the Water Front Trail there are no safe East-West connections between Toronto and Durham Region for cyclists. Highway 2, with the appropriate cycling infrastructure, would add a much needed route.
7. The proposed concept accepts that Highway 2 will not be a major vehicle route noting that the majority of traffic will divert to other highways and thus single lane traffic is acceptable at pinch points. Why would this philosophy not apply at the Rouge River Bridge?
8. In Pickering Village, to avoid diverting eastbound cyclists across the highway and back again when past the village consider adding a cantilevered structure on the south side of the Duffins Creek bridge and adding an MUP down the slope and south of St. George's Church to connect to Randall Drive and on to Mill Street.
9. In Whitby, if a Transit Mall is adopted, include cycling infrastructure within the Mall so as not to direct cyclists onto secondary streets along with the vehicles.

If there is absolutely no alternative but to divert cyclists from Dundas Street then the most likely routes will include roads that permit on-street parking. The parking should certainly be removed and suitable cycling infrastructure added.

10. In Oshawa, to avoid constriction on King Street, consider routing AT south on Thornton Road then east along Gibb Street (allowing access to the Oshawa Shopping Center) to the Oshawa Creek Trail. From there heading north to the Oshawa City Hall and connecting to the existing cycle track on Athol Street. We would suggest separated cycling infrastructure similar to the facilities on Bloor/Danforth in Toronto, Johnson Street in Kingston or O'Connor Street in Ottawa.
11. Some other inclusions for consideration:
    - right turn restrictions or timed advance/delay signals for AT users (based on AT user detection). Right turns, particularly on a red light, have very high collision rates;
    - add directional signage where cycle routes divert;
    - include bike parking at key stops;
    - integrate with existing regional and municipal cycling plans;
    - washrooms. There are none proposed for the entire 36 km route including the terminuses;
    - Relocate catch basin covers clear of cycling lanes as was successfully done on Highway 2 in Ajax east of Westney Road.
12. Metrolinx recognizes the First Mile - Last Mile concept. We are not sure if this is fully adopted in the current design. Our impression is that the project is just limited to providing a transit corridor within strict boundaries.
13. Implement a "Complete Streets" approach to reinforce that streets should safely accommodate all users – pedestrians, cyclists, transit services and motor vehicles – and also support and enhance local neighbourhood context and character.
14. This project is a major undertaking logistically and financially. There should not be gaps that are pushed off to the Region or a municipality for some future consideration. This should be a complete, integrated project.
15. MTO recently left a life time of poor legacy for Durham Region when it omitted to include cycling infrastructure on the bridges and underpasses in Phase 1 of the eastward extension of Highway 407, including Highways 412 and 418. In late

discussions with MTO we were able to convince them to include cycling infrastructure on several bridges in Phase 2. We are attempting to avoid similar omissions for the DSBRT.

We have provided the foregoing observations and comments based on our extensive experience with cycling in many jurisdictions throughout Canada and overseas. This project has the potential to be among the leading multi-modal transportation facilities in the country. As such, our intent is to be constructive and we thank you for the opportunity to offer our thoughts.

Yours truly,

[redacted]

[redacted].

CC: David Dunn, Durham Region
Steve Kemp, Durham Region
[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 1:34 PM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:31 PM
To: [redacted]
Subject: Form submission from: Contact the DSBRT Team

Good Afternoon [redacted]

Thank you for your email submission. Here are responses to your questions:

1. Is the currently existing sufficient road right of way to accommodate the additional lanes?

Majority of the corridor can fit within the designated right-of way. The design is still in draft and we are still refining to try and reduce the footprint as much as possible and limit the impact of widening. This work is underway now and will continue in 2021.

2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?

We are still refining the footprint so we cannot yet provide a specific number for any required property that the project may need. We will be in contact with property owners once we have finalized the design.

We have added you to the mail list for the project so you will receive updates on new information as we have it available. You can also review the design plans here:
https://www.metrolinxengage.com/en/content/whitby
click on 'view design drawings'

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January-05-21 6:48 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Tuesday, January 5, 2021 - 18:47
Submitted by anonymous user: 2607:fea8:5b40:604:61ce:6981:a184:2885
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Section between Lakeridge Road and Des Newman Parkway, whitby
Message:

This will make the 3rd time I have submitted my quextions with no response from you. These are my questions...
1. Is the currently existing sufficient road right of way to accommodate the additional lanes?
2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?
Please advise.[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18920

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January 5, 2021 4:29 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Tuesday, January 5, 2021 - 16:29
Submitted by anonymous user: 167.187.101.240
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: [redacted]
Message:

Good afternoon,
This is exciting news! The expansion will really help improve our transit system.
I wanted to reach out to let you know that we have two hotels in Ajax near [redacted] with 134 guest rooms and [redacted] by [redacted] with 104 guest suites.
We'd love to offer you a preferred rate while you work on this project to create peace of mind for the price and an easier booking process.
Could you please let me know who I can speak to about this opportunity?
Thank you,
[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 2:28 PM
To: [redacted]
Subject: FW: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:59 PM
To: [redacted]
Subject: RE: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Hi [redacted]

Thank you for your email and input. No problems about missing the submission deadline – you can send comments anytime to the project via this email. All comments will be considered.

You are correct that the BRT will not be as quick as a subway or perhaps the GO Train, depending on your destination of course. It might be quicker for shorter trips. Currently can take approximately 100 minutes to travel between Oshawa and Scarborough Centre (pre COVID). This project reduces that time to approx. 75 minutes which is approx. 25% improvement to transit travel time. It will also improve reliability so that people will likely save approx. 10minutes per trip. Approximately 40% of trips start and end along the corridor which indicates that these improvements to reliability and frequency will benefit both Durham and Scarborough residents and help people get to where they need to go quicker and more efficiently.

You raise some interesting points about planning for the long term. Our modelling for this project is for 2041 and the results show that BRT can support the expected population and employment growth through until 2041. A benefit of BRT projects is that they can be upgraded to LRT systems if demand warrants it in the future. These things are all considered as part of the design process and in our forecasting and modelling.
Metrolinx looked at a wide range of corridors and technologies when developing the 2041 Regional Transportation Plan. There are many corridors across the GTA including in Durham that are planned to have various forms of rapid transit on them, creating a frequent rapid transit network to support the expected growth in the long term.

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards
The Durham-Scarborough BRT Project Team.

From [redacted]
Sent: January-05-21 4:30 PM

To: DSBRT <DSBRT@metrolinx.com>
Subject: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Good day to whom it may concern:

I missed the window for comments so I saw this email and so I am sending my comments to this email that was shown.

I am in favour of anything that moves folks rapidly on a dedicated pathway. It's interesting that the route proposed is starting from Scarborough Town Centre and ending up in downtown Oshawa. Hopefully this proposal gets implemented as it will help. How fast you can move folks is another thing. Hopefully you folks will be transparent on this once installed.

If it's not as fast as moving by car or GO or Subway it's better then what is available now and cheaper. As a layperson I think it's a good filler only for the short term.
My vision would be to take this path in the future for a standard main line which is the subway and eventually replace it with the subway same track that subway Line 1, 2 that is the well established subway standard mainline that is standard. I like standardization. Having different routes like LRT, UPX, the new Metro line is not standardized. To me that is the goal is standardization of one system not a bunch of different ones. The well established mainline for the subway is Line 1 and 2, 4. I consider line 3 not a subway but elevated and not on the same track. Could you picture the mainline for Canada's transcontinental railway system having different tracks across the country. I hope you folks see what I mean.

If you have time would be interested in your response to my comments if at all possible.

Best regards.
Respectfully yours.
[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 8, 2021 4:28 PM
To: [redacted]
Subject: FW: DSBRT - [redacted] - Ajax

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 8, 2021 4:27 PM
To: [redacted]
Cc: 'david.dunn@durham.ca' <david.dunn@durham.ca>
Subject: RE: DSBRT - [redacted] - Ajax

Hi [redacted]

Nice to speak to you earlier

Please contact David Dunn – Project Manager Durham Region for more info. He is cc'd on this email.
And his number is
[redacted]

Thanks and have a good weekend
Kristin

From: [redacted]
Sent: January-06-21 12:02 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: DSBRT - [redacted] - Ajax

Good Morning,

We are the owner of the lands at [redacted] in the Town of Ajax. Upon review of the materials on the project website we have some questions about the project and I would like the opportunity to discuss with staff. Please give me a call at your earliest convenience at [redacted]

Also, I understand there is a Whitby Q & A session scheduled for tomorrow evening. Was there, or will there be a similar session for the Town of Ajax?

I look forward to hearing from you.

Thanks.

[redacted]

[redacted]

January 6, 2021

Margaret Parkhill
Durham – Scarborough BRT Team
IBI Group (Metrolinx)
55 St. Clair Avenue West, 7th Floor
Toronto, Ontario, M4V 2Y7

Greetings, Ms. Parkhill.

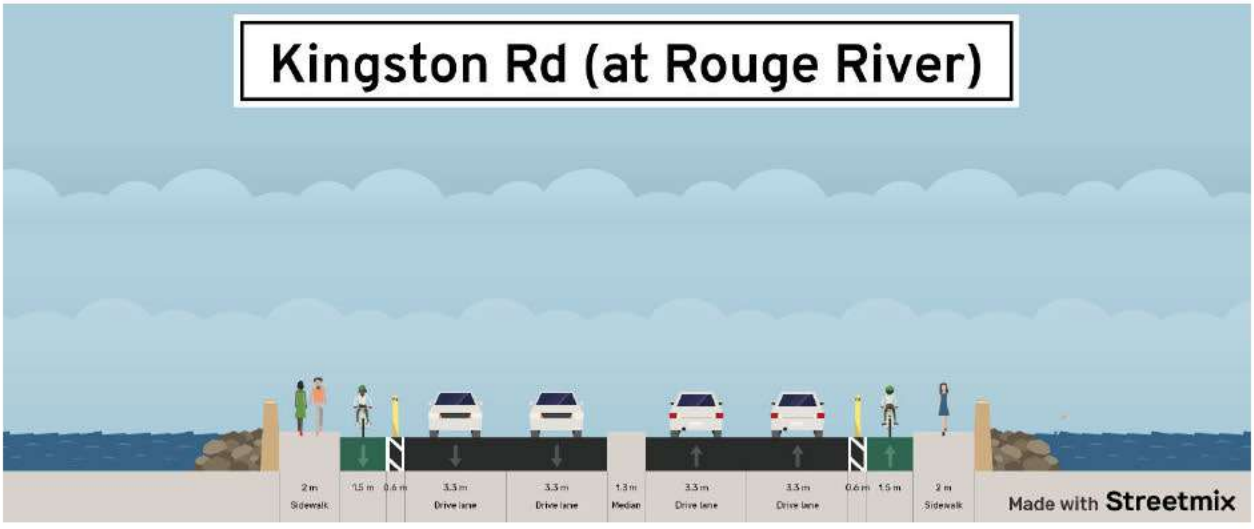
RE: Durham – Scarborough BRT Feedback

I am [redacted]; a long time volunteer with [redacted] Having used Kingston Road often when I used to live and work in Durham Region, I would like to share my feedback from a cycling perspective.

Overall, I am pleased that Metrolinx has included protected cycling infrastructure as part of the Durham – Scarborough Bus Rapid Transit project along a large part of the route. However, there are a few areas which could be improved within the Toronto section to better connect people who bike in Toronto and Durham Region.

One significant gap lies between Port Union Road in Scarborough and Altona Road in Pickering in which no cycling facilities have been proposed across the Rouge River. Currently, the only safe bike crossing between Toronto and Durham Region is at Rouge Beach which isn't the most practical in the event the beach is flooded and access to the bridge is restricted. Not to mention, the bridge by Rouge Beach requires adding a five kilometre detour for those living near Kingston on either the Scarborough or Pickering sides.

While doing some measurements on Google Maps, I noticed Kingston Road is 8.7 metres wide in each direction including two 3.6 metre wide traffic lanes and a 1.5 metre wide edge line. By narrowing the car lanes to 3.3 metres each – enough for TTC bus routes – an extra 0.6 metres of space can be reallocated to adding a buffer and barriers to create a protected cycling facility across the bridge without sacrificing traffic capacity per the below Streetmix rendering.



A look at Google Maps satellite view also shows lots of green space available between the Glen Rouge Campground and the existing bike lanes just east of Port Union Road per the below image. This should allow for the protected bike lanes to be extended from the Rouge River Bridge to Port Union Road.



I am also concerned with the stretch between Port Union Road and Ellesmere Road given the design needs to go through the Ontario Ministry of Transportation. It is essential that the stretch include protected bike lanes to connect the proposed protected bike lanes on Ellesmere Road to the existing ones on Sheppard Avenue East and those planned on Port Union Road which would connect with the Waterfront.

At the western terminus, I noticed the BRT route will end at Grangeway Avenue; one block east of McCowan Road. To help provide people who bike a safer connection to the Scarborough Town Centre and amenities such as the local Toronto Public Library branch, I would suggest that the City of Toronto extend the Ellesmere cycle tracks one kilometre west to Brimley Road. While this would have become an easier proposition had the Brimley bike lanes been kept and extended to at least Ellesmere Road, Brimley is scheduled for reconstruction between 2022 and 2024 in which bike lanes may end up being part of that project.

While there are certain concerns to address – especially on Kingston Road where it crosses the Rouge River – I maintain my support for the Durham – Scarborough BRT for its potential to not only improve transit in the area, but also make the route safer for people who bike in Toronto and Durham Region. I thank you for taking these thoughts into consideration and feel free to contact me should you have any questions.

[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 11:33 AM
To: [redacted]
Subject: FW: Feedback on Durham - Scarborough BRT Project
Attachments: 20210106 - Durham - Scarborough BRT.pdf

Track and file

From: [redacted]
Sent: January-06-21 7:43 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Durham Region Cycling Coalition <[redacted] Becky Katz <becky.katz@toronto.ca>
Subject: Feedback on Durham - Scarborough BRT Project

Please see attached my letter providing feedback on the Durham - Scarborough BRT project from a cycling perspective. The following have been copied to this letter.

- [redacted]
- Becky Katz, Manager of Cycling and Pedestrian Programs, City of Toronto

Sincerely yours,

[redacted]

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 11:12 AM
To: [redacted]
Subject: FW: Durham-Scarborough Bus Rapid Transit project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:11 AM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit project

H[redacted]

Thank you for your email. We are reviewing and will get back to you shortly with more details.

Thanks
Kristin

From: [redacted] <[redacted]
Sent: January-07-21 3:26 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [redacted]
Subject: Durham-Scarborough Bus Rapid Transit project

Hello

I would like to introduce myself.

I am one of the owners of the properties on the [redacted]., and also some industrial buildings west on [redacted].

The buildings are Office, Industrial and Retail , they total more than 500,000 Square Feet.

We view what you are planning to be a complete disaster to the community and to the businesses that will be effected by your preference to build a Centre-median bus lanes on Ellesmere Rd. between McCowan & Ellesmere.

This also will cause traffic problems for our tenants on Markham Rd. which has many traffic problems already and has turning restrictions associated with the properties .

The Office buildings at the corner of [redacted] have close to 120 businesses and accommodate over 1,000 parking spaces, entering and exiting the roadway is crucial for the tenants , visitors and community .

The Retail to the west consist of Three buildings with access to Dolly Varden signal light but the driveway joining the properties is very narrow and backs up already, so adding more cars through this corridor would not be realistic and not an option.

The Eight Industrial building have hundreds of vehicles visiting weekly and all truck drivers will have a great deal of trouble maneuvering their Transport trucks entering and exiting the driveways if a Centre-median lane is constructed and there is no left turning maneuverability.

This is a big concern for us ,our tenants and visitors and for the whole community as this will have a very negative impact on thousands of people on a daily basis.

I have many more concerns that will need to be talked about, but I would like more information from you regarding impact studies for the neighborhood and I would like to see the traffic study if done before Covid 19 .

I would like to see the study to show how vehicles would maneuver around and get into corresponding driveways [redacted] (U Turns and traffic flow etc.)

At this point in time we can only see Curbside Bus Lanes shared by TTC and VIVA with a dedicated left turn lane down the middle of Ellesmere Rd. between Markham and McCowan working for the Community ,Employers ,Employees and all visitors to the area.

We don't see a problem for a Centre-median lane East of Markham Rd .on Ellesmere Rd. (similar to Davis Drive in Newmarket where it changes at a certain point) .

I would also like to see all the feedback from the community .

Please send me the info that I requested above and any other reports that we should see so we can work with you on planning the future transit for this community .

If you have any questions or would like to discuss anything please feel free to contact me .

Regards

[redacted]

[redacted]

From: [redacted]
To: Durham Reg on
Subject: Community liaison committee
Date: January 7, 2021 7:59:15 PM

Hi there ,
I was just on the community Town Hall for Whitby with metrolinx concerning the new Transit plan and dedicated bus lanes
I am very interested in this topic as a 30-year citizen up Whitby with four children We have raised a family here and I am very interested in and invested and getting involved on the community liaison committee Please consider my application [redacted]

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[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January 8, 2021 3:30 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team

Hello,

Submitted on Friday, January 8, 2021 - 03:30
Submitted by anonymous user: 2607:fea8:5ae0:1db8:9404:9baa:d9a0:2479
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Response to you
Message:
Comments had nothing to do with GO service on the 401 corridor - don't care! My concern is about Metrolinx wanting to "eliminate" on street parking in HISTORIC DOWNTOWN WHITBY FOR 2 blocks so your buses can BLOW THROUGH 4 lanes without having to swing around parked cars Those cars are parked because they are attending small local businesses who will go out of business if Metrolinx gets its wish - or I should probably say -WANT'S

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/19035

Facebook Twitter Instagram

[redacted]

From: Hailey McWilliam
Sent: January 8, 2021 5:00 PM
To: [redacted]
Subject: FW: [redacted] DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, January 8, 2021 4:57 PM
To: [redacted]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]
Thank you for your letter regarding the property at [redacted]

For safety reasons, a raised island is proposed along Ellesmere Road with the introduction of dedicated transit lanes. This raised island will prevent left-turns at unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street would continue to the next signalized intersection and make a U-turn.

Adding a traffic signal at Mornelle Court is not being recommended as part of the Durham-Scarborough Bus Rapid Transit project. Note that Mornelle Court is less than 200 metres from the next signal at Morningside Avenue. So drivers travelling eastbound on Ellesmere Road could continue to Morningside and use the dedicated left-turn lane to make a U-turn, and then travel westbound on Ellesmere and make a right-turn onto Mornelle Court. Drivers may also choose to take a different route, such as along Morningside Avenue instead of Ellesmere Road.

With the bus lanes in the middle of Ellesmere Road, there is added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction. This makes it easier for vehicles to make the u-turn movement at the signalized intersection, while all other traffic has a red light.

We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line "unsubscribe".

Thanks,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc. Kristin Demasi, Project Manager, Metrolinx
cc. Andrew Au, City of Toronto

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Monday, December 14, 2020 6:25 AM
Subject: FW: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]
Sent: December-07-20 8:09 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Kristin

Please see attached letter regarding the Toronto & West Turn Around Bus Rapid Transit.

Thanks
[redacted]

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 8, 2021 5:21 PM
To: [redacted]
Subject: FW: Mailing list

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 8, 2021 5:11 PM
To: [redacted]
Subject: RE: Mailing list

H[redacted]

You have been added to the project mailing list Thank you for your interest in the Durham-Scarborough BRT

Thanks
Durham-Scarborough BRT Project Team

-----Original Message-----
From: [redacted]
Sent: January-08-21 5:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Mailing list

Please keep me informed by sending your
Mailing list
Thank you.

Sent from my iPhone

[redacted]

From: Hailey McWilliam
Sent: January 12, 2021 11:46 AM
To: [redacted]
Subject: FW: Downtown

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 11:43 AM
To: tom [redacted]
Subject: FW: Downtown

Hi [redacted]

Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.

The purpose of the project is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. The dedicated lanes maintain transit service in bad weather or when other traffic incidents increase volumes along Dundas Street. The consistent speed of the buses and the improved reliability that the lanes provide will make transit more attractive to current riders and to potential new riders. The modelling work we have done indicates that travel times along the corridor will be reduced by 15-25%, and the reliability of the service will save a further 10%. The same modelling indicates that ridership will double, reducing the need for travel by private car, thereby reducing pressure on the roads and reducing pollution.

We understand your concern related to the loss of on-street parking in Downtown Whitby. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.

The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.

Dedicated transit lanes improve efficiency and reliability. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes (outside of proposed Transit Mall).

More information on the proposed transit mall is available on the project website:
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%[redacted]40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460667382327310%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=nksYM%2B3N3m6NU%2BPGkpDYEqRpx7dHRPDUQt4CWYwKppk%3D&reserved=0

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards
The Durham-Scarborough BRT Project Team.

-----Original Message-----
From: [redacted]
Sent: December 7, 2020 4:53 PM
To: Internet, Council <council@whitby.ca>
Cc: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>; Ellis, Heather <ellish@whitby.ca>
Subject: Re: Downtown

Thank you for your prompt reply to my concern about the proposal to restrict parking on Dundas. While I appreciate your response, it still does not answer my main question, specifically, what does the proposal do to improve transit? I fail to see how restricting parking is going to result in improved transit operation. That area is not a bottleneck now and buses do have priority right of way now. Thank you.

On 2020-12-07 4:39 p.m., Internet, Council wrote:
> Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.
>
> Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.
>
> cc: Lorraine Huinink, Region of Durham
> Mathieu Goetzke, Metrolinx
>
> Andrea Quinn-Nilas
> Coordinator - Administration
> Office of the Mayor and Council
> Town of Whitby
> T 905.444.1940
> C 905.706.4671
>
>
> -----Original Message-----
> From: [redacted]
> Sent: December 7, 2020 4:26 PM
> To: Internet, Mayor

> Subject: Downtown
>
> [EXTERNAL EMAIL]
>
>
> I have recently seen articles in the local weekly paper about a Metrolinx proposal that would fundamentally change downtown Whitby by prohibiting parking on Dundas between Perry and Byron. I fail to see what benefit there is in banning parking on Dundas. The local businesses in that area are already reeling from the pandemic and do not need this kind of further blow to their businesses. What exactly is the objective of this exercise? There must be some benefit but I fail to see what it might be. The Town has gone to considerable length to encourage investment in the downtown area and has been preaching to local residents to support merchants and this seems totally counter to that. I would be interested to hear what the proposed benefits are from your perspective. Thank you.
>
> ---
> Origin:
> https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.
> whitby.ca%2Fen%2Fcontacts%2Fsearch.aspx%3Fs%3D7n5lA5HVerzeguNZmT89jb&a
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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 1:20 PM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:19 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi [redacted]

Thank you for your email submission

The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation. Impacts to the environment, trees and access are all still under review and more information will be provided as the project moves through the environmental assessment.

The aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This includes both Durham Region Transit's existing PULSE service and TTC services. It is not a new bus service. Residents of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region. The project is not to connect people to downtown Toronto, but to provide much needed bus connections to locations within Scarborough and within Durham Region. Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars. The project balances local needs, environmental factors and corridor needs to achieve its objectives.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed.

Over the last several months, COVID-19 has had a large impact on travel patterns. While there is uncertainty surrounding the “new normal”, we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. The region will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January-10-21 10:13 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Sunday, January 10, 2021 - 10:13
Submitted by anonymous user: 184.147.93.171
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: DSBRT
Message:

As a home owner and long resident of Highland Creek, I am very concerned about the negative impact the BRT will have on my community.
I understand that this will be the only place in Ontario to have a rapid bus line traveling through a residential area and this will be very disruptive to traffic flow and the life of people in Highland Creek. Why do we need another bus line when there is TTC and PULSE buses on this street?
With the pandemic and it's long term effects, will classes resume at UTSC or will the future be on-line for most aspects of our life? Who will take a bus from Oshawa to the heart of Scarborough or downtown when there is the GO train?
I hope that this plan will be downsized to allow Ellesmere to retain the mature trees

and prevent the blockage of so many intersections to left hand turns. Please do not tear Highland Creek apart.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/19055

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[redacted]

From: Hailey McWilliam
Sent: January 11, 2021 4:53 PM
To: [redacted]
Subject: FW: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Track and file

From: [redacted]>
Sent: Monday, January 11, 2021 4:05 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Margaret

Email is preferred. When you said '**mailing list**', I figured I should clarify.

Thanks
[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, January 11, 2021 3:05 PM
To: Kirk Mawhinney <KMawhinney@ridc.com>
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]
I've added you to the email list, but can send regular mail if you prefer?
Please let me know,
Margaret

From: [redacted]
Sent: Monday, January 11, 2021 8:27 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Margaret

Thank you for the email and feedback. Thank you also for adding me to the project mailing list – is that by email or regular mail?

Keep me posted on the overall project timing and scope progression.

Thanks
[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, January 8, 2021 4:57 PM
To: [redacted]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [redacted] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[redacted]
Thank you for your letter regarding the property at [redacted]

For safety reasons, a raised island is proposed along Ellesmere Road with the introduction of dedicated transit lanes. This raised island will prevent left-turns at unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street would continue to the next signalized intersection and make a U-turn.

Adding a traffic signal at Mornelle Court is not being recommended as part of the Durham-Scarborough Bus Rapid Transit project. Note that Mornelle Court is less than 200 metres from the next signal at Morningside Avenue. So drivers travelling eastbound on Ellesmere Road could continue to Morningside and use the dedicated left-turn lane to make a U-turn, and then travel westbound on Ellesmere and make a right-turn onto Mornelle Court. Drivers may also choose to take a different route, such as along Morningside Avenue instead of Ellesmere Road.

With the bus lanes in the middle of Ellesmere Road, there is added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction. This makes it easier for vehicles to make the u-turn movement at the signalized intersection, while all other traffic has a red light.

We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line "unsubscribe".

Thanks,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

cc. Kristin Demasi, Project Manager, Metrolinx
cc. Andrew Au, City of Toronto

[redacted]

From: Hailey McWilliam
Sent: January 11, 2021 4:11 PM
To: [redacted]
Subject: FW: Cycle Toronto Feedback on Durham-Scarborough BRT

Track and file.

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, January 11, 2021 3:06 PM
To: [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Cycle Toronto Feedback on Durham-Scarborough BRT

Hi [redacted]

Thanks for your email. We would be happy to connect with you.

I have cc'd Margaret Parkhill who is our consultant on this project. Margaret and Lee Caragiale from Metrolinx will work with you to find an appropriate time to connect.

I am on leave until Spring 2021 and Lee is taking my place on this project. Please contact Lee if you have any additional questions

Thanks
Kristin

From: [redacted]
Sent: January-11-21 10:42 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: Cycle Toronto Feedback on Durham-Scarborough BRT

Good morning Kristin,

Congratulations on what I hope was a successful PIC for the Durham-Scarborough BRT.

I am writing on behalf of Cycle Toronto, a non-profit representing nearly 3,000 members that works to make Toronto a safer, healthier, more vibrant city for all. Would it be possible to find a time for a call between yourself and Cycle Toronto to discuss the project? We may also be able to loop in other community leaders from within Scarborough that have various active and public transportation priorities.

Thank you for the consideration,
[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 12, 2021 3:28 PM
To: [redacted]
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:22 PM
To: [redacted]
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

Good Afternoon [redacted]

Thank you for your letter. You raise several important issues, including traffic infiltration, including in school zones, car access and parking for the downtown area, construction duration and general safety issues.

The project team have been doing detailed traffic analysis to understand how traffic will be redistributed on the local road network if the transit mall were to be implemented. The fairly complete grid of local streets provides many opportunities for people to change their routes and spread any impact out across several streets.

The analysis indicates that approximately 20% of the traffic on Dundas is long distance trips that do not begin or end their trip in Whitby. These trips are likely to divert onto major arterial roads such as Rossland, Taunton or to Highway 401. More than one third of the traffic begins or ends their trip in the downtown area, meaning that they are already using local streets for much of their trip, and only the portion currently on Dundas Street will need to be moved to local streets. The balance of the traffic are medium length trips that are within the Town of Whitby. They will also need to find an alternate route for the Dundas Street portion of their trip.

As there are many options for people to change their routes, we do not expect that any one street will see significant increases in traffic, but rather all the streets will see some small increase in traffic volumes. There are also some missing links in the road network, which when built will provide even more route options, helping to distribute the traffic over more routes.

School zones and other sensitive areas can also be marked with speed restrictions, encouraging people to choose other routes.

The number of parking spaces in the downtown will not be reduced, allowing people to drive to the downtown area and access the local businesses. All of the parking spaces along Dundas will be relocated to moved to locations immediately adjacent to the downtown, including an expansion of the parking lot at Byron and Elm.

The construction of the viva segment through downtown Newmarket was more complicated than what is proposed in downtown Whitby. The central lanes would be repaved in red, and the sidewalks can be widened in small blocks to minimize disruption. The design team are also looking for ways to select the construction limits to minimize impact.

Increasing the use of transit and upgrading the public realm in downtown Whitby, combined with improved pedestrian facilities on streets in the downtown area will contribute to meeting the goals of creating a more walkable and sustainable town and region.

More information will continue to be made available on the project website: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.

Regards
The Durham-Scarborough BRT Project Team.

[redacted]
Sent: December 17, 2020 12:09 PM
To: Internet, Mayor <mayor@whitby.ca>; Drumm, JoAnne <drummjoanne@whitby.ca>; Leahy, Chris <leahyc@whitby.ca>; Newman, Deidre <newmand@whitby.ca>; lorne.coe@pc.ola.org; chair@durham.ca; info@whitbybia.org
Subject: From a concerned Whitby resident regarding plans for the Transit Mall

[EXTERNAL EMAIL]

Hello Mayor Mitchell, Regional Chair Henry and members of the Whitby council and BIA,

I am a homeowner living in downtown Whitby, and have only recently learned about the plans for the so-named "Transit Mall" which will prevent cars from travelling east and west along Dundas Street from Euclid to Athol Street.

I watched the recording of the Background Information Session on the Durham-Scarborough Bus Rapid Transit Project last night, and it left me with some very grave concerns, that I believe are being overlooked by council.

As most of you are aware, Athol Street is a school zone, with Sir William Stephenson Public school situated at the end of the street. Many young students walk along Athol, as it is the only direct route to get to the school.

If a traffic mall is constructed, and cars are unable to continue eastward along Dundas (or exit off Brock Street east onto Dundas) there is no question more traffic will be diverted off Dundas (Highway 2) and Brock Street (which as you all know, is one of the main exits off Highway 401 into Whitby) and on to our residential streets.

If the transit mall is built, and cars are unable to continue east along Dundas, anyone wishing to do so will have to divert on to residential streets, crossing King Street, Centre Street, Byron Street, Brock Street, Green Street and finally on to Athol Street, before they can turn east to continue along Dundas Street.

Similarly, anyone travelling north on Brock Street who wishes to go east along Dundas will have to turn off Brock Street and cross Green Street and on to Athol Street, before continuing east.

There is no doubt we will see an increase in traffic on Athol Street, which is for all intents and purposes, a school zone.

Traffic will also be redirected onto residential streets north of Dundas, but as a resident living south of Dundas, and as a parent, my biggest concerns are for the safety of the children attending Sir William Stephenson and Henry Street high school.

I'm opposed to this plan on other grounds, as only a small percentage of people use the buses to go shopping in downtown Whitby (and even a 25% faster bus system won't change that) and people need to park their cars somewhere in order to shop and eat in the downtown area.

As a former resident of Newmarket, living along Davis Drive during their construction, I can also promise you that the construction of these Metrolinx lanes will take years to complete, and customers will not be able to access the shops and restaurants in the area for years, and many shops will go out of business during that period.
However, that complaint will be delivered to Metrolinx, as the town of Whitby has no power to fight Metrolinx.

This council does have the power to continue to allow traffic to travel east and west along Dundas Street, and I ask you to reconsider your plans for the transit mall.

As Mayor Mitchell stated, safety is one of his top priorities for the downtown area.
In attempting to safeguard Dundas Street for pedestrians, you are potentially increasing traffic and risking the safety of pedestrians (many of them school aged) along several residential streets.

I ask you to please reconsider.

Thank you for your time,

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 12, 2021 11:51 AM
To: [redacted]
Subject: FW: Follow up to Facebook Live Metro Links Proposal

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 11:47 AM
To: [redacted]
Subject: FW: Follow up to Facebook Live Metro Links Proposal

Hi [redacted]

Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. You are absolutely right when you say that public transit will only succeed when it offers the speed, comfort and convenience of the automobile.

The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve speed and reliability. The dedicated lanes eliminate the conflicts that buses in curb lanes experience with right-turning vehicles.

This corridor was selected as more than 40% of the trips that are taken are in close proximity to the corridor, making them good candidates for conversion from auto trips to transit trips. The corridor also connects to a number of major destinations and north-south DRT bus routes.

As part of the project, new transit shelters will be implemented that will feature amenities such as next vehicle arrival information systems, weather protection, and public art. Shelters will be fully accessible. In Durham Region, level boarding will be implemented, further increasing the reliability, speed and accessibility of the system. Example of the proposed shelter design can be viewed here:
https://www.metrolinxengage.com/sites/default/files/pic3_boards_brtstops_2020-11-20.pdf

Finally, to improve convenience, the Durham-Scarborough BRT is proposing frequent 15-minute or better service, all day, seven days a week, with a bus every five minutes or less during peak hours.

You suggest closing Dundas Street from Green to Centre Street to accommodate a pedestrian mall. While this would help improve the pedestrian realm and animate the downtown, Dundas Street was selected as the preferred route for a BRT system through the 2041 Regional Transportation Plan (2041). Other corridors, like Taunton Road have been selected for other transit projects. Diverting the buses to local streets would hinder the transit service, as the additional turns would impact speed and reliability. Further, the local street were not designed to accommodate the buses.

A significant number of Whitby residents currently use transit. As you acknowledge, some people do not have the resources to buy a second car or own a car at all. In fact, based on data from the Transportation Tomorrow Survey (2016), within the wards that are adjacent to Dundas Street in Whitby, 3 to 10% of households do not own a car. As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.

More information is available on the project website: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards
The Durham-Scarborough BRT Project Team.

From: Internet, Council <council@whitby.ca>
Sent: December 7, 2020 4:38 PM
To: [redacted]
Cc: Internet, Council <council@whitby.ca>; Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>
Subject: RE: Follow up to Facebook Live Metro Links Proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council

Town of Whitby
T 905.444.1940
C 905.706.4671

From: [redacted]
Sent: December 6, 2020 1:25 PM
To: Internet, Council
Subject: Follow up to Facebook Live Metro Links Proposal

[EXTERNAL EMAIL]

Some comments:
Mayor Mitchell's comments were the best of all presenters. He spoke to the audience, he did not read a script filled with all the correct buzzwords (DRT rep was just reading a script). I was somewhat alarmed by the mayor's comments, something like they can do as they please. I realize it is a regional road, and DRT has a mandate to follow. I sincerely hope all this public consultation is not window dressing. This is the first time I heard of a timeline. Ten to 20 years out.
The GO Train east line now carries on average 27,000 people per day. I heard that in 2041 DRT projects 9,500 users of the line. Seems kind of small to me.
Mayor Mitchell early in his comments made reference to the pedestrian malls in Ottawa and Quebec City. We go there, and come back and talk about how great they were. The Sparks Street Mall in Ottawa is Canada's oldest being over 50 years old. In Quebec City it is rue du Petit Champlain. Both are pedestrian only. The consultant vastly over sold the benefits of what amounts to be a wide sidewalk. Not only that, a sidewalk separated by two lanes where buses will go every 5 minutes. Certainly not conducive to pedestrian traffic. May I suggest the consultant look at closing Dundas at Green and Perry, and as far west as Centre St in the west. Now you have a pedestrian mall that is the anchor to downtown. The attraction that brings people downtown. Cars are going to be rerouted anyway, what is added to the mix are the buses. By then the buses will be electric, I would hope, which means they will be silent. Mary and Colborne Streets would be one way from Henry/Euclid to Green/Perry. Buses and cars heading west would turn onto Perry, left onto Mary and continue to Euclid. Then a right turn to Dundas and continue west. For buses going east, they would make a right

onto Henry, a left on Colborne and continue to Green. A left on Green to Dundas and then continues east. Corners would have to be widened for buses, stop lights adjusted to allow for green lights for buses (technology exists) and perhaps the town builds a parking garage sooner than it intended. All I ask is that the idea of one way streets to bypass the downtown be examined again. The consultant said it was considered, but dismissed.

The consultant says he travels by public transit. Good for him. I did for years when I was employed in downtown Toronto. DRT to the GO train, and downtown in under 1 hour. Great. Then my employer moved the department to Scarborough in the Warden - Eglinton area. Now it was DRT to GO, off at Eglinton GO station, TTC to Kennedy Station to transfer to a bus going west on Eglinton and arrive at destination. I lasted one winter. It is no fun standing in minus 20 degrees waiting for a bus. When one comes along it is full, the second one is full and then you are squished in like sardines when you get on. I had the resources to buy a second car, so I did and commuted by autobile. Public transit will only succeed when it offers the speed, comfort and convenience of the automobile. Not there yet.

Last point. So you get people to Scarborough, now you are at the mercy of the TTC. Heaven forbid.

I will be dead by 2041, and perhaps 2031. You only get 1 time to make this right for the citizens of Whitby. Yes Whitby, not Durham Region. I hope your choice is the right one.

--

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 12, 2021 11:56 AM
To: [redacted]
Subject: FW: concerns re metrolinx proposal

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 11:52 AM
To: [redacted]
Subject: FW: concerns re metrolinx proposal

Hi [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.

1a) A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.

46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.

1b) We understand the importance of supporting local businesses. We continue to meet with business owners and residents within the study area to determine business needs and how they can best be accommodated. Delivery vehicles will be permitted to use dedicated spaces within the transit mall to service businesses. Additionally, The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.

1c) This is the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project which closed Jan 10 2020. At Public Information Centre #2, held November 2019, four options were presented for Downtown Whitby. The public was invited to provide feedback on the options. Input received through Public Information Centre #2 showed that preserving cultural heritage resources and improving walkability in Downtown Whitby were key objectives of stakeholders and the public. Concerns were raised over potential impacts to on-street parking and traffic.

More information on the four options can be found on page 26 and 27 of the Public Information Centre #2 materials:
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fsites%2Fdefault%2Ffiles%2Fds_brt_pic2_boards_191115.pdf&data=04%7C01%[redacted]40ibigroup.com%7C8086f23d4aa34670072208d8b71ae8f7%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460673492517461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=i%2FUp4zto297XSDwAXApeOqUIvNgvDMf8R6AKzBrudPM%3D&reserved=0

More information on the proposed transit mall is available on the project website:
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%

2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%[redacted]40ibigroup.com%7C8086f23d4aa34670072208d8b71ae8f7%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460673492517461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=%2FEDOQXUuFHmFmRV6Q2iFhQG4TXj4lpcg8mZTGlYzoIo%3D&reserved=0

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards
The Durham-Scarborough BRT Project Team.

-----Original Message-----
From: Internet, Council <council@whitby.ca>
Sent: December 7, 2020 4:37 PM
To: [redacted] <[redacted]
Cc: Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>; Internet, Council <council@whitby.ca>
Subject: RE: concerns re metrolinx proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council
Town of Whitby
T 905.444.1940
C 905.706.4671

-----Original Message-----
From: [redacted] [mailto [redacted]
Sent: December 6, 2020 1:28 PM

To: Internet, Council
Subject: concerns re metrolinx proposal

[EXTERNAL EMAIL]

Hello,
The following comments have been submitted to Metrolinx via its website. I ask the council to consider them as well, thank you:
1. Do you have any concerns about the preliminary design in Whitby? *
a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes, there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehiclular and pedestrian traffic, and intersections. How are these going to be addressed?
b) There may be significant impact on businesses that rely on egress and access onto Dundas. How is this going to be addressed.
c) I am not aware of any other alternatives being considered by Metrolinx. A full analysis should be undertaken and shared with all of the stakeholders, including the public.

Thank you,
[redacted]

Origin:
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.whitby.ca%2Fen%2Ftownhall%2Fmayorandcouncil.asp&data=04%7C01%[redacted]40ibigroup.com%7C8086f23d4aa34670072208d8b71ae8f7%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460673492517461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=6g81vAjnJwDAxlC54QRNSlvx%2Fd2wJaJacLWfWJn7R4k%3D&reserved=0

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https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.whitby.ca%2F&data=04%7C01%7Canthony.galloro%40ibigroup.com%7C8086f23d4aa34670072208d8b71ae8f7%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460673492517461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=wZhpe3bsCu9aHaTpLz1%2ByeH04NESOmZgAlXmlWOHR0k%3D&reserved=0.

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[redacted]

From: Hailey McWilliam
Sent: January 12, 2021 2:56 PM
To: [redacted]
Subject: FW: Metrolinx Downtown Whitby Streets

Track and file

From: DSBRT
Sent: January-12-21 2:54 PM
[redacted]
Subject: FW: Metrolinx Downtown Whitby Streets

Hi [redacted]

Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. We understand your concerns related to the Transit Mall's impact on traffic.

A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.

46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.

The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve efficiency and reliability. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes. As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.

Would you be able to expand on why you consider the BRT system in Newmarket confusing? We are always interested in improving the design and public education components of new transit systems to increase safety.

More information is available on the project website: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Regards
The Durham-Scarborough BRT Project Team.

From: [redacted]
Sent: November 21, 2020 10:01 AM
To: Internet, Mayor; Internet, Council; Drumm, JoAnne
Subject: Metrolinx Downtown Whitby Streets

[EXTERNAL EMAIL]

Hello
I am writing you to inform you I do not like the proposal from Metrolinx to change the streets in our downtown. I live at [redacted] will be directly effected by this proposal. Closing Dundas St off to regular traffic is a bad idea. It will reroute people through residential streets. We already have enough accidents on [redacted] I use Dundas St all the time, and want to continue to do so. This insane proposal will destroy our downtown. Just take a drive through downtown Newmarket and see how confusing it is. I do not want my home town of Whitby destroyed by Metrolinx. Please do not approve this proposal. Leave downtown Whitby alone. It is fine the way it is.
While we are talking streets, removing the toll on highway 412 will relieve some of the traffic coming through downtown Whitby.
[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 13, 2021 2:19 PM
To: [redacted]
Subject: FW: FW: Metrolinx Rapid Transit Project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 2:18 PM
To: [redacted]
Subject: RE: FW: Metrolinx Rapid Transit Project

Hi [redacted]

Thank you for the follow up. Please note that your comments have been included as part of the public record for the project.

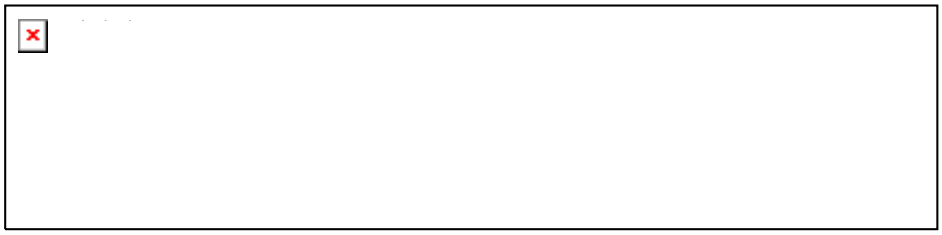
Thanks
Kristin

From: [redacted]
Sent: January-12-21 8:55 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: FW: Metrolinx Rapid Transit Project

Your reply makes it seem that closing Dundas is a done deal. Thanks for asking for feedback for something you have no intention of changing.

[redacted]

[redacted]



On Tue, Jan 12, 2021 at 3:08 PM DSBRT <DSBRT@metrolinx.com> wrote:

> Hi [redacted]

Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.

We understand your concern related to the loss of on-street parking in Downtown Whitby and its impact on local businesses. The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaced. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.

We understand the importance of supporting local businesses. We continue to meet with business owners and residents within the study area to determine business needs and how they can best be accommodated. Delivery vehicles will be permitted to use dedicated spaces within the transit mall to service businesses. The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.

A significant number of Whitby residents currently use transit. Some people do not have the resources to own a car. In fact, based on data from the Transportation Tomorrow Survey (2016), within the wards that are adjacent to Dundas Street in Whitby, 3 to 10% of households do not own a car.

As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.

To cost and duration of constructing the Transit Mall would be minimal, as it would be limited to sidewalk widening and adding signage and pavement markings to distinguish the dedicated transit lanes.

Outside of the Transit Mall, construction become more major, as it requires widening the road to add dedicated transit lanes and requires utility relocations in some areas.

The project has not yet received a full financial commitment for construction. As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

More information on the proposed transit mall is available on the project website:
https://www.metrolinxengage.com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.

Regards

The Durham-Scarborough BRT Project Team.

From: [redacted]
Sent: November 27, 2020 5:37 PM
To: Internet, Mayor
Cc: Internet, Administrator
Subject: Metrolinx Rapid Transit Project

[EXTERNAL EMAIL]

Good evening Mayor Mitchell,

The proposed Metrolinx project gives me great concern. I owned a business in downtown Whitby for many years, and have now sold that company [redacted] but purchased a home in downtown Whitby to retire in with my wife. The property is on Mary Street, and once I read the plans I regretted our decision. There are two primary reasons for my opposition to the closure of Dundas to traffic in the core. It will harm local businesses, and it will harm local residents. Small businesses have a difficult time as it is in downtown Whitby, with the removal of one of the main parking lots, and the project as envisioned only worsens that. Residents in downtown Whitby enjoy the access to local restaurants and businesses, but if they fail, there is no reason to live in the area. We bought a home in teh area because we wanted to be part of a revival of the downtown core, but this project would cause it to die.

Nobody is against rapid transit, everybody would agree that in a perfect world we all would get out of our cars and use public transit whenever possible. But this is Whitby, not downtown Toronto. We need cars for grocery shopping, getting to work, recreation etc. Our necessary services are not all within walking distance, and are not reasonably accessible via transit. When we were looking for a condominium in the area we looked at Sailwinds and the other projects in the south end, we looked at the new projects like Station 3 as they were being proposed. We bought at 110 Mary because it was one of the only options that offered parking for two cars. Although living in downtown Whitby allows us to walk to many places, and that is one of the primary reasons we bought there, the reality of the situation is that my wife and I both have cars. She will be working for another year or two in an area that is totally inaccessible by public transit, and I require a car for getting to my golf games, my volunteer activities and so forth when she is at work.

We support a transit corridor, we absolutely do not support the closure of Dundas to traffic. Although it may be some sort of an idealized solution in some world that is 50 years away, it is not good for Whitby businesses, it is not good for Whitby residents.

Should the project proceed in this form, extensive roadworks would be required to accommodate changing traffic patterns. Who pays for this? Is it even possible from an engineering standpoint? It would be doubly infuriating if a project that is unwanted by locals would result in an increase in taxes.

From my conversations with local residents and businesses to date, I am unaware of anyone that is in favour of the project in this form. Council needs to set aside idealism and act according to the wishes of its citizens.

[redacted]

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 13, 2021 2:16 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Track and file

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, January 13, 2021 2:15 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Good Afternoon [redacted]

Thank you for your letter. You raise several important issues, including the environment, changes along the corridor and local travel patterns. The design team is looking for ways to maintain as many of the existing trees as possible along the corridor. The study will document a tree replacement requirement, which will see more trees planted than are removed. We recognize that constructing the additional lanes to provided dedicated transit will result in some short-term issues, but in the longer term the new trees and the added transit lanes will provide a community benefit. Adding transit infrastructure, to allow people to choose a more environmentally friendly mode of transport also provides some environmental benefits.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where the same condition exists. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. The experience in the majority of other similar transit projects is that there is either no impact to property values, or the value of land increases as the added mobility provides a net benefit to the neighbourhood.

The dedicated transit lanes will require some local changes in traffic and travel patterns. This has been accounted for in the overall analysis and has not been shown to result in a major increase in traffic. When combined with the potential for the traffic lanes to calm traffic the impact to local residents is minimal. A new signalized intersection at Muirbank is also being included in the project to allow for U-turns midway along this section of Ellesmere.

The current transit routes in the area are proposed to be modified in the future. The TTC route is going to be extended to Sheppard/Port Union, and the Pulse service extended to Scarborough Center with a connection o the subway. The ridership modelling indicates a significant increase in transit ridership through this segment of the corridor. While this section of Ellesmere is not very heavily used today, as congestion grows throughout the area, we see the potential for increased traffic and for the road to be part of emergency detours when there are issues in the neighbourhood. Providing dedicated transit lanes makes the service more immune to impacts from other events that could slow down the buses and make the service less reliable.

When we look out to 2041, and beyond, the growth that is planned for the overall corridor and the potential for transit to provide a greater role in managing mobility in the corridor make a compelling argument for improved transit service and the need for dedicated lanes to provide the reliability needed to attract riders. Previous studies indicate that there is significant benefit to implementing transit priority in this corridor and that the costs are in keeping with the benefits. The Initial Business Case indicated a positive cost-benefit ratio. Once the preferred design is selected the costs and benefits will be updated as part of the Preliminary Design Business Case which will be available in 2021.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

From [redacted]
Sent: December 12, 2020 11:57 AM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx, BRT

Hello,

I recently submitted the following comments to Metrolinx about the changes proposed for Ellesmere Rd. from Military Trail to Highway #2. I have also been in contact with neighbors and can assure you that many of us are very concerned that these proposals will adversely change the neighborhood we live in and hold so dear.

To Metrolinx

Many, many concerns. Your plans for Ellesmere from Military Trail to Highway #2 are very problematic for those of us who live along what you call a 'pinch point'.

If there were a cost-benefit analysis done for the residents of Ellesmere, I'm not sure you could find a benefit of any kind but you would surely find many 'costs' or negative externalities. I list a few below.

#1. Your plans to expand Ellesmere to six lanes between Military Trail and Meadowvale will require the cutting down of hundreds of mature trees along the boulevards. I'm not sure that that's consistent with the long-term environmental goals set by the city of Toronto years ago.

#2. The houses on Ellesmere between Military Trail and Highway #2 actually face the road; they do not back onto it. Thus, the reserved BRT lanes bounded by raised barriers will be unsightly and likely lower property values.

#3. The reserved BRT lanes will create unnecessary inconvenience to the homes along Ellesmere. Only 'right turn' entrance into driveways means that many of us who live on the south side of Ellesmere will exit the 401 with our cars at Morningside rather than Meadowvale. This will increase traffic through the tight intersection at Military Trail and Ellesmere where hundreds of cars and pedestrians cross during the day.

#4. The amount of traffic on Ellesmere between Military Trail and Highway #2 is minimal. Most coming from the east along Highway 401 in their cars do not exit at Port Union to come along #2 and turn onto Ellesmere. Those that use Ellesmere in cars are mostly residents getting to and from work, shopping etc. It is not a 'thorough fare'. Those that travel by TTC through that stretch of Ellesmere are very few

and they are residents who live along and on the side streets of Ellesmere. Those who use Pulse buses coming from Durham are students going to UTSC. I'm not sure why any other Durham resident would be riding Pulse into Scarborough along that route. Thus, I'm not sure the investment of money in all these changes and the disruptions caused makes any short or long-term sense.

My overall advice would be to leave the 'pinch point' alone. There is no need for designated lanes for buses between Military Trail and Highway #2 along Ellesmere. It seems to be working fine. Keep Ellesmere from Military Trail to Highway #2 at four lanes. There's no need to expand the road. The amount of bus ridership -- TTC or Pulse -- along that stretch is minimal. What I would suggest, instead, is investing in a complete repaving of Ellesmere from Military Trail to Highway #2 to eliminate the bumps and vibrations. It will make for smoother and faster movement of all people, in cars and buses, while maintaining the integrity of what is a beautiful neighborhood.

There's not much more to say. My neighbors and I have been discussing this. We're not upset with your BRT plan just because it will disrupt our neighborhood which it inevitably will. We're also upset because the plans don't seem to be worth the cost to the taxpayer. Again, lots of costs -- explicit and implicit; few, if any, benefits!

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 2:27 PM
To: [redacted]
Subject: FW: DSBRT/ ELLESMERE

Track and file

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 2:17 PM
To: anna.[redacted]
Subject: RE: DSBRT/ ELLESMERE

Hi [redacted]

Thank you for your letter. I know we have provided you with a response but I wanted to make sure it was captured via this email address as well.

We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project.
We would first like to clarify that the project is currently in the prelimnary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.

You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-

benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still refining the design to minimize impacts to property as much as possible.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

-----Original Message-----
[redacted]
Sent: December-18-20 6:39 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Tas Borovilos <tas.borovilos@pc.ola.org>
Subject: DSBRT/ ELLESMERE

To whom it may concern:

Good day, I am a resident of the Highland Creek community a hidden gem within Toronto a heritage village with historical values. I also live on one of the side streets just south of Ellesmere Rd.

You, METROLINX along with the city and provincial government are planning to build the BRT along Ellesmere Rd. It would be a GROSS Misjudgment in error to even consider building this huge disruption in the middle of a residential community. There are beautiful large single family homes along the entire length from Kingston Rd to Military Trail (approx 220) and it would be the first in Ontario, if not Canada for METROLINX to do something like this in the middle of a residential community. The noise pollution the traffic disruption the expropriation of property the health risks of high tension wires to accomplish this feat is unconscionable when SHEPPARD Ave the next main large road just north of Ellesmere with wider four lanes no homes but only businesses and open space is the logical choice.

If this is being done to serve THE UNIVERSITY because they have deep pockets and lobbyist to get their way would be a disgrace and shows that they have NO vested interest in our COMMUNITY — A HERITAGE COMMUNITY. Instead of the beautification of our community they are trying to destroy it. There is no reason why a student could not take a bus south from Sheppard to get to the university or walk!!!

NO TO THE DSBRT ON ELLESMERE RD

Thank you
A CONCERNED RESIDENT OF 35 years

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 1:13 PM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January-14-21 11:59 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Thursday, January 14, 2021 - 11:59
Submitted by anonymous user: 2607:fea8:5ae0:1db8:d886:4f37:4617:6bd1
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: DRT
Message:

Not GO that is the problem, DRT is the problem. They have suspended/cancelled 3 or 4 major routes supposedly due to low ridership - well DUH , poor service

results in low ridership.

I haven't even renewed my Presto card this month - because I can't get anywhere

The results of this submission may be viewed at:

https://www.metrolinxengage.com/en/node/820/submission/19069

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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 2:27 PM
To: [redacted]
Subject: FW: Meyrolinx Extension through Whitby

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 2:14 PM
To: [redacted]
Subject: RE: Meyrolinx Extension through Whitby

Hi [redacted]

I know we have previously emailed you but I wanted to make sure we have answered all your questions

The preferred design between Lakeridge Rd and McQuay Boulevard is centre median transit lanes- with stops at major intersections. There are also plans for a new continuous sidewalk and bike paths along this stretch.
Majority of the corridor can fit in within the official plan right of way. We are still refining the design to try and minimize impacts beyond this right of way. This work will continue in 2021. We do not yet have specific details on how much property may be needed beyond the official limits and whether or not it would be taken from one or both sides of Dundas St. Property owners will be contacted once we finalize the design.

A stop is not currently proposed at Halls Rd. The proposed stops are located at Lakeridge Rd, Des Newman, McQuay Blvd before getting into downtown.

You are correct that we do not yet have a specific timeline for construction of this segment. The corridor has not yet received a commitment for full capital funding. Timelines for implementation will be determined in a future phase of work once this current phase is complete.

Apologies for the delay in responding- we are still going through all comments received from the recent public information centre. You can of course get in touch with someone from the project team anytime via this email address

Thank you
Kristin

[redacted]
Sent: December-20-20 12:09 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Meyrolinx Extension through Whitby

After receiving the information on the Metrlinx project, there was a section where we could press and pinpoint a specific area on the route map and ask a question. It has now been several weeks and I have not received a response from you on my questions.

Therefore, I will again pose my questions in hopes of getting a response. Just to note that these are questions that some of our neighbours are also interested in having answered.

The area in question is in Whitby, between Lakeridge Road and McQuay Boulevard.

The questions are:

From what I understand, this area will have curbside bus lanes, as opposed to centre lane. Please confirm.

Is there currently existing, enough right of way to accommodate 2 additional bus and bike lanes, and if not, then..

How much land will be required to be expropriated (in feet), and

Will it be taken from one side or split between both sides of the road?

Will there continue to be a bus stop at Halls Road?

...and lastly, I know timelines probably at this time can't be specific, but would you be able to provide a timeline as to start of construction for the section in question?

Thank you,

[redacted]

Sent from my Galaxy Tab® S2

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[redacted]

From: Hailey McWilliam
Sent: January 14, 2021 11:33 AM
To: [redacted]
Subject: FW: Feedback on Durham - Scarborough BRT Project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:20 AM
To: [redacted]
Cc: Durham Region Cycling Coalition <[redacted] Becky Katz <becky.katz@toronto.ca>
Subject: RE: Feedback on Durham - Scarborough BRT Project

Hi [redacted]

Thank you for your email and letter of support. The team is reviewing and will get back to you.

We look forward to additional engagement with you on the project this year

Thanks again
Kristin

From [redacted]
Sent: January-06-21 7:43 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Durham Region Cycling Coalition <[redacted] Becky Katz <becky.katz@toronto.ca>
Subject: Feedback on Durham - Scarborough BRT Project

Please see attached my letter providing feedback on the Durham - Scarborough BRT project from a cycling perspective. The following have been copied to this letter.

- [redacted]
- Becky Katz, Manager of Cycling and Pedestrian Programs, City of Toronto

Sincerely yours,

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 15, 2021 12:05 PM
To: [redacted]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Track and file

From: Kristin Demasi
Sent: January-15-21 12:01 PM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Thanks for the follow up [redacted]

[redacted]
Sent: January-14-21 10:27 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Re: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Thank you for responding to my e-mail. I trust, as more time and study go into this, that those who are in charge will begin to see that the benefits of this project will not surpass the costs, especially if one puts a true value on the implicit costs (externalities).

I hope that others will seriously examine Sheppard Avenue (from Port Union to Morningside) which is better suited for bus lanes. It is already significantly wider and will result in little need for cutting down trees etc.

Anyway, we'll keep on top of this as will many of my neighbors with whom I've been in contact. I hope this doesn't become a political issue. My sense is that the timelines are not very realistic and that the longer-term economic impact of Covid may alter this and many other provincial mass transit plans. Time will tell.

Again, thank you for the response. It's appreciated.

[redacted]

P.S., I wonder if our MPP could look into the increasing vibration my neighbors and I have been feeling over the past couple of years between Morrish and Deep Dene Roads. I don't know if it's a consequence of the small sink holes immediately in front of our homes or if there's something literally deeper in the structure under the road surface. It's becoming quite concerning, made even more so by these Metrolinx plans for the road in front of our homes.

On Wednesday, January 13, 2021, 02:15:00 p.m. EST, Kristin Demasi <kristin.demasi@metrolinx.com> wrote:

Good Afternoon [redacted]

Thank you for your letter. You raise several important issues, including the environment, changes along the corridor and local travel patterns. The design team is looking for ways to maintain as many of the existing trees as possible along the corridor. The study will document a tree replacement requirement, which will see more trees planted than are removed. We recognize that constructing the additional lanes to provided dedicated transit will result in some short-term issues, but in the longer term the new trees and the added transit lanes will provide a community benefit. Adding transit infrastructure, to allow people to choose a more environmentally friendly mode of transport also provides some environmental benefits.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where the same condition exists. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. The experience in the majority of other similar transit projects is that there is either no impact to property values, or the value of land increases as the added mobility provides a net benefit to the neighbourhood.

The dedicated transit lanes will require some local changes in traffic and travel patterns. This has been accounted for in the overall analysis and has not been shown to result in a major increase in traffic. When combined with the potential for the traffic lanes to calm traffic the impact to local residents is minimal. A new signalized intersection at Muirbank is also being included in the project to allow for U-turns midway along this section of Ellesmere.

The current transit routes in the area are proposed to be modified in the future. The TTC route is going to be extended to Sheppard/Port Union, and the Pulse service extended to Scarborough Center with a connection o the subway. The ridership modelling indicates a significant increase in transit ridership through this segment of the corridor. While this section of Ellesmere is not very heavily used today, as congestion grows throughout the area, we see the potential for increased traffic and for the road to be part of emergency detours when there are issues in the neighbourhood. Providing dedicated transit lanes makes the service more immune to impacts from other events that could slow down the buses and make the service less reliable.

When we look out to 2041, and beyond, the growth that is planned for the overall corridor and the potential for transit to provide a greater role in managing mobility in the corridor make a compelling argument for improved transit service and the need for dedicated lanes to provide the reliability needed to attract riders. Previous studies indicate that there is significant benefit to implementing transit priority in this corridor and that the costs are in keeping with the benefits. The Initial Business Case indicated a positive cost-benefit ratio. Once the preferred design is selected the costs and benefits will be updated as part of the Preliminary Design Business Case which will be available in 2021.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you

From: [redacted]
Sent: December 12, 2020 11:57 AM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx, BRT

Hello,

I recently submitted the following comments to Metrolinx about the changes proposed for Ellesmere Rd. from Military Trail to Highway #2. I have also been in contact with neighbors and can assure you that many of us are very concerned that these proposals will adversely change the neighborhood we live in and hold so dear.

To Metrolinx

Many, many concerns. Your plans for Ellesmere from Military Trail to Highway #2 are very problematic for those of us who live along what you call a 'pinch point'.

If there were a cost-benefit analysis done for the residents of Ellesmere, I'm not sure you could find a benefit of any kind but you would surely find many 'costs' or negative externalities. I list a few below.

#1. Your plans to expand Ellesmere to six lanes between Military Trail and Meadowvale will require the cutting down of hundreds of mature trees along the boulevards. I'm not sure that that's consistent with the long-term environmental goals set by the city of Toronto years ago.

#2. The houses on Ellesmere between Military Trail and Highway #2 actually face the road; they do not back onto it. Thus, the reserved BRT lanes bounded by raised barriers will be unsightly and likely lower property values.

#3. The reserved BRT lanes will create unnecessary inconvenience to the homes along Ellesmere. Only 'right turn' entrance into driveways means that many of us who live on the south side of Ellesmere will exit the 401 with our cars at Morningside rather than Meadowvale. This will increase traffic through the tight intersection at Military Trail and Ellesmere where hundreds of cars and pedestrians cross during the day.

#4. The amount of traffic on Ellesmere between Military Trail and Highway #2 is minimal. Most coming from the east along Highway 401 in their cars do not exit at Port Union to come along #2 and turn onto Ellesmere. Those that use Ellesmere in cars are mostly residents getting to and from work, shopping etc. It is not a 'thorough fare'. Those that travel by TTC

through that stretch of Ellesmere are very few and they are residents who live along and on the side streets of Ellesmere. Those who use Pulse buses coming from Durham are students going to UTSC. I'm not sure why any other Durham resident would be riding Pulse into Scarborough along that route. Thus, I'm not sure the investment of money in all these changes and the disruptions caused makes any short or long-term sense.

My overall advice would be to leave the 'pinch point' alone. There is no need for designated lanes for buses between Military Trail and Highway #2 along Ellesmere. It seems to be working fine. Keep Ellesmere from Military Trail to Highway #2 at four lanes. There's no need to expand the road. The amount of bus ridership -- TTC or Pulse -- along that stretch is minimal. What I would suggest, instead, is investing in a complete repaving of Ellesmere from Military Trail to Highway #2 to eliminate the bumps and vibrations. It will make for smoother and faster movement of all people, in cars and buses, while maintaining the integrity of what is a beautiful neighborhood.

There's not much more to say. My neighbors and I have been discussing this. We're not upset with your BRT plan just because it will disrupt our neighborhood which it inevitably will. We're also upset because the plans don't seem to be worth the cost to the taxpayer. Again, lots of costs -- explicit and implicit; few, if any, benefits!

[redacted]

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 18, 2021 2:31 PM
To: [redacted]
Subject: FW: Proposed Rapid Bus Transit on Ellesmere Road

Track and file

From: [redacted]
Sent: January 16, 2021 3:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Proposed Rapid Bus Transit on Ellesmere Road

To the Metrolinx Project Team,

My name is [redacted] and I am an Ellesmere Road resident. I am very concerned about the negative impacts the Proposed Rapid Bus Transit will have on the community as well as on my property.

The current plan will result in:
- the loss of numerous mature trees
- the loss of parking boulevards
- the demolition of some local homes
- Ellesmere Road turning into a toxic tunnel due to the increased air pollution in the area (caused by diesel buses that never drive the speed limit)
- the potential destruction of designated conservation lands and local ravines
- increased noise/traffic as the new design will shift driving lanes closer to properties as well as lay new sidewalks on currently unused property
-inability for residents to turn left out of their property (how ridiculous!)
-inability for emergency vehicles to efficiently respond to emergencies

Ellesmere Road is the only residential area that is planned to be used in this expansion and a residential area has yet to be used in a transit expansion (only commercial areas have been utilized). Therefore, it is completely unacceptable that only Ellesmere Road residents are expected to sacrifice their homes and their community to such a degree in order for your transit plan to occur.

I urge you to develop an alternate route for this expansion (as opposed to simply attempting to mitigate the negative effects of your current plan) to ensure the properties on Ellesmere Road are not ruined/devalued. I do not appreciate my tax dollars being put towards destroying my home and community.

Thanks, [redacted]

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[redacted]

From: Hailey McWilliam
Sent: January 19, 2021 4:01 PM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January 19, 2021 12:27 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

Hello,

Submitted on Tuesday, January 19, 2021 - 00:26
Submitted by anonymous user: 184.146.205.136
Submitted values are:

Your name: Anonymous
Your e-mail address: [redacted]
Subject: DSBRT
Message:

**My input re the proposed preliminary design for the DSBRT.
As I have outlined in my previous comments to this Team, this proposal would

have a negative impact on Ellesmere Road residents who originally chose to live in this area based on the present layout of the street and existing community amenities. Since Ellesmere is a Main Road, we need the existing boulevard space buffer between our driveway and the street, so that vehicles are not driving close to our houses. That DSBRT proposal would remove a significant portion of the front of the boulevard, thereby making the road traffic closer to our homes - creating a safety, noise and vibration issue. There would be also be an environmental impact caused by the removal of boulevard trees that the City was adamant about planting in the first place, after these houses were built. There would be additional emissions released into the air from these DSBRT buses - creating a potential health issue. Students and residents are already serviced by existing transportation systems. There is no need for a rapid transit system on a residential street with children (including those of school age who walk to their neighbourhood schools), pets and seniors. If this DSBRT project were to proceed, whenever residents reverse their cars, they would be unable to have a choice of driving west - they would only be able to drive east, thereby creating a major inconvenience in terms of their personal time management.

Ever since Durham Transit switched their route to travel along Ellesmere Road, instead of driving (actually speeding) along Old Kingston Rod to Military Trail (as they did before), the buses are never full. We residents have observed that there are only a few students who used to travel on the buses at any particular time. Now during this pandemic, ridership is significantly less. I invite you to track the number of passengers who are on the buses as they drive eastbound towards Old Kingston Road. There are usually less than 5 passengers! Also, students have not had in-classroom instruction since last year due to the pandemic. How is embarking on this monumental transportation project going to be a prudent use of taxpayers money when the City has already had such large Covid-related expenditures for the last year?

Also, why would you want to create a major road construction project and cause subsequent upheaval of residents' lives over a long period of time? The Richmond Hill/York Region vivaNext rapidway is not built on a residential street, so you cannot compare the proposed DSBRT to that rapid transit system.

Everyone is undergoing enough stress during these pandemic times, so residents

do not need the extra anxiety worrying about this unnecessary project. The opinions of residents whose lives would be adversely impacted from such a project should be given priority consideration. We do not need to hear and watch empty DSBRT buses running every 3 minutes.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/19076

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[redacted]

From: Hailey McWilliam
Sent: January 25, 2021 9:28 AM
To: [redacted]
Subject: FW: Re Preliminary Design for City of Oshawa

Track and file

-----Original Message-----
From: [redacted]
Sent: January 22, 2021 11:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re Preliminary Design for City of Oshawa

Hi

I just was made aware of your website on the bus plans - in particular the Oshawa section. I realize the comment time is past but I would like to make one submission

One question that I have I presume has been carefully investigated & covered is the new Oshawa creek bridge. I presume they have considered possible issues due to flooding dangers caused by climate change & even historic "century storms". I know historically there have been problems in high water. In my uneducated opinion this would be the time to ensure that any new structure & the area be be designed in such a way to handle greater water flow. This would be a good time to move back the retaining walls & widen the creek bed - making the bridge higher & longer would be my suggestion.

--

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 28, 2021 8:49 AM
To: [redacted]
Subject: FW: Please add me to your email list for all new development for the above.

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 27, 2021 6:14 PM
Subject: FW: Please add me to your email list for all new development for the above.

Dear [redacted]

Thank you for your message. You have been added to our project mailing list.

Kind regards,
The Durham-Scarborough BRT Project Team

[redacted]
Sent: January 27, 2021 4:25 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Please add me to your email list for all new development for the above.

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[redacted]
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[redacted]

From: Hailey McWilliam
Sent: January 28, 2021 3:55 PM
To: [redacted]
Subject: FW: Durham-Scarborough Bus Rapid Transit project

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, January 28, 2021 3:39 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: FW: Durham-Scarborough Bus Rapid Transit project

track and file

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 28, 2021 2:26 PM
To: Hunter-CO, Mitzie <mhunter.mpp.co@liberal.ola.org>
Cc: Knight, Brendan <BKnight@liberal.ola.org>; Theresa Tran <Theresa.Tran@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Good afternoon,

Kristin is currently on maternity leave and I am covering for her on this project. Please see below for meeting information.

[redacted]

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: Hunter-CO, Mitzie <mhunter.mpp.co@liberal.ola.org>
Sent: January 28, 2021 2:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Knight, Brendan <BKnight@liberal.ola.org>
Subject: Re: Durham-Scarborough Bus Rapid Transit project

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Hi Kristin,

Thank you for including me on your response.

I would like to join the meeting today for business feedback on this project. Would you please send me the link?

Thank you,
Mitzie

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 28, 2021 11:10:59 AM
To: [redacted] <[redacted]>
Cc: councillor_ainslie@toronto.ca <councillor_ainslie@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; Hunter-CO, Mitzie <mhunter.mpp.co@liberal.ola.org>; Margie.Galarneau@toronto.ca <Margie.Galarneau@toronto.ca>; [redacted]; margaret.parkhill@ibigroup.com <[redacted]>
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Hello [redacted]

Thank you for your email dated January 7, 2021. We appreciate your concerns regarding traffic congestion and the potential business impacts from the proposed Bus Rapid Transit project.

The Durham-Scarborough Bus Rapid Transit project recommends widening Ellesmere Road to maintain 4 lanes for general traffic and add 2 dedicated lanes for buses. The main objective of the Durham-Scarborough Bus Rapid Transit project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Dedicated transit lanes improve transit efficiency and reliability. Transit riders will benefit from more reliable travel times. Car and truck drivers will benefit from smoother traffic flows as vehicles will not be delayed by buses in the curb lanes. TTC, Durham Region Transit, and GO buses will be able to use the dedicated bus lanes.

We understand your concerns around traffic congestion today. As travel demand increases over time, there will be increased traffic congestion and delays for both buses and cars. By providing dedicated lanes for transit in the centre of the road, transit passengers will experience shorter travel times, with more frequent, reliable and comfortable service. General traffic will also benefit as buses are separated from regular traffic. Other benefits of this transit infrastructure

project include upgraded accessible sidewalks, continuous cycling facilities, and safer pedestrian crossings at intersections.

The suggestion to widen Ellesmere Road to seven lanes is not compatible with the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way. While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

In the previous stages of the project a range of potential solutions were developed. This included an option to use dedicated curb lanes for transit. There were several reasons why the curb lane option was not selected as the preferred alternative including:

- Conflict with cars turning in and out of driveways needing to cross the bus lanes
- Challenges for emergency services and deliveries that would block the curbside bus lanes
- Problems with enforcement
- The mixing of traffic in the curb lanes reduces the effectiveness of the lanes by reducing the reliability needed to maintain the service.

Bus Rapid Transit stops are proposed at Dolly Varden and at Markham Road. These two stops will provide an enhanced transit experience to the people who work and shop at the businesses, offices and retail on the north side of Ellesmere Road.

Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially driveway access for businesses, during construction. Metrolinx and the City are aware of the impacts of construction and have learned important lessons from other recent projects. Metrolinx and the City will develop a plan for this corridor to support local businesses after the project moves from the current planning phase to detail design.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn "green arrow". This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Based on feedback we heard from Ellesmere businesses in October 2020, the preliminary design now proposes a new traffic signal at the driveway between 1970 and 1990 Ellesmere Road, opposite the driveway for the Centennial Arena. This will provide additional capacity for left-turns and u-turns, as well as a safer place for pedestrians to cross Ellesmere Road.

We completed field studies to observe truck operations in August and September 2020. The preliminary roadway design follows current design standards, such as the Transportation Association of Canada. We have confirmed that trucks will be able to turn right into and out of driveways along Ellesmere Road.

Markham Road currently has a 7-lane cross-section, with 6 lanes for general traffic and a two-way centre left-turn lane. This project will not include construction on Markham Road. As a result, there will be no changes to the driveway north of the 1200 Markham Road building. We are aware of the existing left-turn restriction from 3 pm to 7 pm.

We are nearing completion of a detailed analysis of traffic and travel patterns to the year 2041. The analysis includes an analysis of changing traffic patterns for right-in/right-out. We are happy to share the report once it is ready for review.

Finally, a complete consultation record including all feedback, emails and meetings held for the project will be developed as part of the Environmental Project Report. This report will be publicly available for review.

We look forward to speaking with you in more detail at the second business information session this Thursday, January 28 at 2:30 p.m.

Thank you for your interest in the project, and your offer to work together to plan for the future of transit along Ellesmere Road.

Regards,

The Durham-Scarborough BRT Project Team
dsbrt@metrolinx.com
www.metrolinxengage.com/dsbrt
METROLINX

From: DSBRT
Sent: January 14, 2021 11:11 AM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Hi [redacted]

Thank you for your email. We are reviewing and will get back to you shortly with more details.

Thanks
Kristin

From: [redacted]
Sent: January-07-21 3:26 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [redacted]
Subject: Durham-Scarborough Bus Rapid Transit project

Hello

I would like to introduce myself.

I am one of the owners of the properties on the [redacted]., and also some industrial buildings west on [redacted]

The buildings are Office, Industrial and Retail , they total more than 500,000 Square Feet.

We view what you are planning to be a complete disaster to the community and to the businesses that will be effected by your preference to build a Centre-median bus lanes on Ellesmere Rd. between McCowan & Ellesmere.

This also will cause traffic problems for our tenants on Markham Rd. which has many traffic problems already and has turning restrictions associated with the properties .

The Office buildings at the corner of [redacted]. have close to 120 businesses and accommodate over 1,000 parking spaces, entering and exiting the roadway is crucial for the tenants , visitors and community .

The Retail to the west consist of Three buildings with access to Dolly Varden signal light but the driveway joining the properties is very narrow and backs up already, so adding more cars through this corridor would not be realistic and not an option.

The Eight Industrial building have hundreds of vehicles visiting weekly and all truck drivers will have a great deal of trouble maneuvering their Transport trucks entering and exiting the driveways if a Centre-median lane is constructed and there is no left turning maneuverability.

This is a big concern for us ,our tenants and visitors and for the whole community as this will have a very negative impact on thousands of people on a daily basis.

I have many more concerns that will need to be talked about, but I would like more information from you regarding impact studies for the neighborhood and I would like to see the traffic study if done before Covid 19 .

I would like to see the study to show how vehicles would maneuver around and get into corresponding driveways [redacted] (U Turns and traffic flow etc.)

At this point in time we can only see Curbside Bus Lanes shared by TTC and VIVA with a dedicated left turn lane down the middle of Ellesmere Rd. between Markham and McCowan working for the Community ,Employers ,Employees and all visitors to the area.

We don't see a problem for a Centre-median lane East of Markham Rd .on Ellesmere Rd. (similar to Davis Drive in Newmarket where it changes at a certain point) .

I would also like to see all the feedback from the community .

Please send me the info that I requested above and any other reports that we should see so we can work with you on planning the future transit for this community .

If you have any questions or would like to discuss anything please feel free to contact me .

Regards

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: January 28, 2021 11:11 AM
To: [redacted]
Cc: Councillor Ainslie <councillor_ainslie@toronto.ca>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>; John Alderdice <John.Alderdice@toronto.ca>; Ian J. Brown <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie M. Galarneau <Margie.Galarneau@toronto.ca>; [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Hello [redacted]

Thank you for your email dated January 7, 2021. We appreciate your concerns regarding traffic congestion and the potential business impacts from the proposed Bus Rapid Transit project.

The Durham-Scarborough Bus Rapid Transit project recommends widening Ellesmere Road to maintain 4 lanes for general traffic and add 2 dedicated lanes for buses. The main objective of the Durham-Scarborough Bus Rapid Transit project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Dedicated transit lanes improve transit efficiency and reliability. Transit riders will benefit from more reliable travel times. Car and truck drivers will benefit from smoother traffic flows as vehicles will not be delayed by buses in the curb lanes. TTC, Durham Region Transit, and GO buses will be able to use the dedicated bus lanes.

We understand your concerns around traffic congestion today. As travel demand increases over time, there will be increased traffic congestion and delays for both buses and cars. By providing dedicated lanes for transit in the centre of the road, transit passengers will experience shorter travel times, with more frequent, reliable and comfortable service. General traffic will also benefit as buses are separated from regular traffic. Other benefits of this transit infrastructure project include upgraded accessible sidewalks, continuous cycling facilities, and safer pedestrian crossings at intersections.

The suggestion to widen Ellesmere Road to seven lanes is not compatible with the City of Toronto's policy of designing complete streets which balance the needs and priorities of the various users and uses within the right-of-way. While seven lanes cross sections do exist, they do not balance the needs of all road users, placing priority on the private automobile, and reducing the safety for pedestrians, cyclists and other vulnerable road users. Therefore, a seven-lane cross section will not be considered as part of this project.

In the previous stages of the project a range of potential solutions were developed. This included an option to use dedicated curb lanes for transit. There were several reasons why the curb lane option was not selected as the preferred alternative including:

- Conflict with cars turning in and out of driveways needing to cross the bus lanes
- Challenges for emergency services and deliveries that would block the curbside bus lanes
- Problems with enforcement
- The mixing of traffic in the curb lanes reduces the effectiveness of the lanes by reducing the reliability needed to maintain the service.

Bus Rapid Transit stops are proposed at Dolly Varden and at Markham Road. These two stops will provide an enhanced transit experience to the people who work and shop at the businesses, offices and retail on the north side of Ellesmere Road.

Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially driveway access for businesses, during construction. Metrolinx and the City are aware of the impacts

of construction and have learned important lessons from other recent projects. Metrolinx and the City will develop a plan for this corridor to support local businesses after the project moves from the current planning phase to detail design.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn "green arrow". This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Based on feedback we heard from Ellesmere businesses in October 2020, the preliminary design now proposes a new traffic signal at the driveway between 1970 and 1990 Ellesmere Road, opposite the driveway for the Centennial Arena. This will provide additional capacity for left-turns and u-turns, as well as a safer place for pedestrians to cross Ellesmere Road.

We completed field studies to observe truck operations in August and September 2020. The preliminary roadway design follows current design standards, such as the Transportation Association of Canada. We have confirmed that trucks will be able to turn right into and out of driveways along Ellesmere Road.

Markham Road currently has a 7-lane cross-section, with 6 lanes for general traffic and a two-way centre left-turn lane. This project will not include construction on Markham Road. As a result, there will be no changes to the driveway north of the 1200 Markham Road building. We are aware of the existing left-turn restriction from 3 pm to 7 pm.

We are nearing completion of a detailed analysis of traffic and travel patterns to the year 2041. The analysis includes an analysis of changing traffic patterns for right-in/right-out. We are happy to share the report once it is ready for review.

Finally, a complete consultation record including all feedback, emails and meetings held for the project will be developed as part of the Environmental Project Report. This report will be publicly available for review.

We look forward to speaking with you in more detail at the second business information session this Thursday, January 28 at 2:30 p.m.

Thank you for your interest in the project, and your offer to work together to plan for the future of transit along Ellesmere Road.

Regards,

The Durham-Scarborough BRT Project Team
dsbrt@metrolinx.com
www.metrolinxengage.com/dsbrt
METROLINX

From: DSBRT
Sent: January 14, 2021 11:11 AM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Hi [redacted]

Thank you for your email. We are reviewing and will get back to you shortly with more details.

Thanks
Kristin

From: [redacted] <[redacted]
Sent: January-07-21 3:26 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; [redacted]
<[redacted]
Subject: Durham-Scarborough Bus Rapid Transit project

Hello

I would like to introduce myself.

I am one of the owners of the properties on the [redacted] and also some industrial buildings west on [redacted]

The buildings are Office, Industrial and Retail , they total more than 500,000 Square Feet.

We view what you are planning to be a complete disaster to the community and to the businesses that will be effected by your preference to build a Centre-median bus lanes on Ellesmere Rd. between McCowan & Ellesmere.

This also will cause traffic problems for our tenants on Markham Rd. which has many traffic problems already and has turning restrictions associated with the properties .

The Office buildings at the corner of [redacted]. have close to 120 businesses and accommodate over 1,000 parking spaces, entering and exiting the roadway is crucial for the tenants , visitors and community .

The Retail to the west consist of Three buildings with access to Dolly Varden signal light but the driveway joining the properties is very narrow and backs up already, so adding more cars through this corridor would not be realistic and not an option.

The Eight Industrial building have hundreds of vehicles visiting weekly and all truck drivers will have a great deal of trouble maneuvering their Transport trucks entering and exiting the driveways if a Centre-median lane is constructed and there is no left turning maneuverability.

This is a big concern for us ,our tenants and visitors and for the whole community as this will have a very negative impact on thousands of people on a daily basis.

I have many more concerns that will need to be talked about, but I would like more information from you regarding impact studies for the neighborhood and I would like to see the traffic study if done before Covid 19 .

I would like to see the study to show how vehicles would maneuver around and get into corresponding driveways [redacted] (U Turns and traffic flow etc.)

At this point in time we can only see Curbside Bus Lanes shared by TTC and VIVA with a dedicated left turn lane down the middle of Ellesmere Rd. between Markham and McCowan working for the Community ,Employers ,Employees and all visitors to the area.

We don't see a problem for a Centre-median lane East of Markham Rd .on Ellesmere Rd. (similar to Davis Drive in Newmarket where it changes at a certain point) .

I would also like to see all the feedback from the community .

Please send me the info that I requested above and any other reports that we should see so we can work with you on planning the future transit for this community .

If you have any questions or would like to discuss anything please feel free to contact me .

Regards

[redacted]

[redacted]

[redacted]

From: Hailey McWilliam
Sent: January 31, 2021 1:21 PM
To: [redacted]
Subject: FW: Durham - Scarborough Bus Rapid Transit

Track and file

From: [redacted]
Sent: January 29, 2021 3:37 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham - Scarborough Bus Rapid Transit

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Dear Kristin Demasi,

My name is [redacted] and I am from [redacted] on behalf of [redacted], owner of land on the north side of Kingston Road between [redacted]. I am emailing you today wanting to confirm the access to the two farm driveways along Kingston Road. Will they be full moves accesses or will they be limited to right-in right-out by the BRT Lanes?

My second question is regarding road widening on the north side. I wanted to confirm that no road widening is required from the [redacted] as the plans do not show any road widening.

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: January 29, 2021 11:26 AM
To: [redacted]
Subject: FW: Expansion

Track and file

-----Original Message-----
From: [redacted]
Sent: January 29, 2021 8:18 AM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: Expansion

If you can get rid of the independent regional contracts and have a DRT that operates as one, covering the region, , less than 1 HOUR schedules and forget Scarborough to Bowmnanville Sent from my iPh This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: February 12, 2021 9:23 AM
To: [redacted]
Subject: FW: Durham-Scarborough BRT - [redacted]

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, February 12, 2021 9:20 AM
To: [redacted]
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted] Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - [redacted]

Hi [redacted], both [redacted] and yourself have been added to the project mailing list.

For any future questions, do not hesitate to email our project inbox – dsbrt@metrolinx.com

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From [redacted]
Sent: February 11, 2021 6:41 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted] Andrew Au <Andrew.Au@toronto.ca>
Subject: Re: Durham-Scarborough BRT - [redacted]

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Thank you, Lee, for this information. If you could please add myself and Aisha from my office to the mailing list that would be appreciated → [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Remote Location Alert: In order to support public health efforts, the Bousfields team is working offsite.

Toronto
3 Church Street, Suite 200 | Toronto, Ontario | M5E 1M2
Tel: 416-947-9744 Ext. 254

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Date: Thursday, February 11, 2021 at 5:17 PM
To: [redacted]
Cc: Rod Hines <Rod.Hines@toronto.ca>, [redacted] Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Durham-Scarborough BRT - [redacted]

Hi [redacted]

Thank you for your patience. As part of the TPAP, we are identifying general property impacts only and will be undertaking public consultation on our Environmental Project Report in the summer. We expect to complete the TPAP by December 2021 –specific property requirements will be confirmed if we receive TPAP approval and proceed to detailed design.

The project team is aware of the development application. At this time, there are no works proposed along the Markham Road frontage of [redacted]

Attaching a screenshot of the proposed design for the [redacted] ntersection –you will notice that we are planning for a BRT stop there as well as improved cycling and pedestrian infrastructure along Ellesmere.

If you would like, I can add you to our mailing list so you receive updates on the project. Please let me know.

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: January 29, 2021 8:17 PM
To: [redacted]
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - [redacted]

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H [redacted]
Below are the links to the study and drawings posted online

https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit

https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3
https://www.metrolinxengage.com/sites/default/files/toronto_2020-11-12.pdf

Currently we do not know the exact extent of the property impact. They are working towards that information before the conclusion of the TPAP.
I have cc-ed Lee Caragiale, Metrolinx's project manager and she can provide additional information and direction.

Thanks,

Andrew Au
Senior Transportation Planner
City Planning
City of Toronto

416-395-7163
Andrew.Au@toronto.ca



From: [redacted]
Sent: January 29, 2021 1:21 PM
To: Andrew Au <Andrew.Au@toronto.ca>
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted]
Subject: Durham-Scarborough BRT - [redacted]

Hi Andrew, we met with [redacted] last week to discuss the property located at [redacted], which is adjacent to Ellesmere Road where the BRT is planned. They mentioned that we should reach out to you in order to find out the latest with this planned transit.

Would you be able to provide us with a status update. [redacted] mentioned that design drawings may be at ~30% now.

Also wondering if this property or [redacted] would be required to provide a road widening along Ellesmere.

Please let us know when you have a moment, thank you.

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 3, 2021 9:48 AM
To: [redacted]
Subject: FW: Parking

Track and file

-----Original Message-----
From: [redacted]
Sent: February 1, 2021 7:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Parking

Just don't see why Metrolinx wants to eliminate half a dozen parking spots on Dundas west of Brock, other than to allow your buses to blow through there without having to dodge cars. The downtown core is already a bottleneck and can't be changed, unless you start demolishing buildings.
Businesses don't survive due to current parking issues, why make it harder ???

Sent from my iPhone

[redacted]

From: Hailey McWilliam
Sent: February 3, 2021 11:46 AM
To: [redacted]
Subject: FW: BRT Data Request (VCL File: 120-341) - future BRT volumes

Track and file

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: February 3, 2021 11:23 AM
To: DSBRT <DSBRT@metrolinx.com>; [redacted]
Cc: [redacted]
Subject: RE: BRT Data Request (VCL File: 120-341) - future BRT volumes

H[redacted] I've forwarded your inquiry to the project team, thanks.

EDMOND WU, MCIP, RPP
Project Manager
Third Party Projects Review, Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3
T: 416 202 8513 | C: 437 240 8613

METROLINX

From: [redacted]
Sent: February 2, 2021 14:07
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Cc: [redacted]
Subject: BRT Data Request (VCL File: 120-341)

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Hello,

We are currently working on a proposed development located at [redacted] We understand that Metrolinx plans on building a bus rapid transitway along Ellesmere road through this area. I have looked through the project documents that are available online and haven't been able to find any future bus volume information. Can you please let us know if future bus volumes through this corridor are available?

Thank you,

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 2, 2021 4:02 PM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: February 2, 2021 9:23 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Hello,

Submitted on Tuesday, February 2, 2021 - 09:22
Submitted by anonymous user: 99.231.128.52
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Dundas st widening
Message:

I just found out about this project and no one seems to have any answers,
According to the specialists at the region my parking will shrink by almost half? We only have parking for 9 vehicles to begin with and in the busy season cars are parked on the grass and at times Dundas is backed up with vehicles to get into the lot,
I've measured everything out and there is no way I can have 2 vehicles parked parallel to Dundas st there will be no room to turn around vehicles will be backing into one another as i see it i will have 5 parking spaces.
Plus move my new sign that I just installed? Transport trucks wont have room for deliveries, the zoning is commercial industrial ?
This project (as proposed)would disable/cripple our ability to do business not to mention other business.
Is the region going to pay for my prime real estate frontage? Loss of property and business value? And loss of business for the next 50yrs?
I say merge the bike and sidewalk and adjust the alignment to the north where there are no 50yr old businesses to destroy,
The proposed plan has many good parts listening to those effected and making changes is whats needed otherwise myself and all of whitby dont want it.
Regards,

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/19222

Facebook Twitter Instagram

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[redacted]

From: Hailey McWilliam
Sent: February 2, 2021 4:02 PM
To: [redacted]
Subject: FW: Guildwood-Scarborough

Track and file

From: [redacted] <[redacted]
Sent: February 2, 2021 2:41 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com; councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; [redacted]
Subject: Guildwood-Scarborough

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Hello Metrolinx and City Planners

I am writing in regards to the meeting on Thursday January 28th and the reply that I got two hours prior to the meeting on the same day from my email sent January 7th .

I found it quite strange that the meeting started with a twenty minute presentation on the plan for the Durham-Scarborough transit project, when we all know what the plan is and the only addition to the plan was a new set of lights on Ellesmere Rd.

The meeting should have been scheduled for a longer duration as more things should have been discussed .

As far as I can see you want to limit the time to discuss the issues, and that you don't want to work with or care to listen to the people who this would have the most impact on.

If you did, you would see that your fantastic plan was not that fantastic, and you don't want to be told otherwise.

Ellesmere Rd. Is an essential area for Guildwood – Scarborough and changing vehicle movement as drastically as proposed in your plan would have a devastating impact on the many businesses and community for years to come, and not in a positive way.

With regards to the unsigned email I got two hours before the last meeting in reply to my email three weeks before, seems to be conveniently done the last minute just to pretend that you care about what we think.

I felt the content of the email is just your standard reply without any commitment or understanding of the community's concerns, and once it's done Metrolinx will just move on to their next project, not looking back at the hardships left behind.

I would like to know the names of the people involved with the Durham-Scarborough Bus Rapid project, and if they are living or working in the Guildwood-Scarborough area.

In the past meetings I was told that the TTC was *not* using the dedicated transit lanes, when did this change and how does that work?

I am not a city planner or a traffic specialist but a business man with a lot of years of practical thinking and with 40 years of working in Scarborough, I believe to have some knowledge of what goes on around here.

In the meeting it was mentioned that a traffic study was done during the past few months which I can't understand why . How can any study be done at this time that we are dealing with Covid, especially a traffic study? We all know any real traffic study will not have any accuracy till a year or two after Covid is defeated.
The fact of the matter is that on any normal day thousands of people enter all the properties along Ellesmere from Markham to McCowan in many ways, but the majority would be by cars and trucks... Cutting off convenient access would cause many of the businesses to fail or move from the area which would be detrimental to the community as a whole.

I truly believe that introducing a U-turn to the intersection such as Markham Rd. and Ellesmere Rd. will cause many ***injuries and possible fatalities***, as people are always trying to catch a bus and having access to the buses in the middle of the street would encourage most people to try to beat the light, and people making a U-turn will ***not*** see them.

Metrolinx made the point that trucks can be re-routed down Bellamy for the buildings west of Bellamy but failed to mention the re-routing of large transport trucks to Markham Rd. so they can get into the properties west on Ellesmere Rd. This is ridiculous and makes no sense as they are forcing more traffic onto Markham Rd and making more trucks turn through a very busy intersection.

Let's not forget that Markham Road's capacity is at a boiling point and can't handle any more traffic. It seems that Metrolinx and the city managers missed the boat dealing with this issue and re-routing more traffic onto this road would be unmanageable.

The email writer said that on feedback they heard from Ellesmere businesses back in October 2020, Metrolinx decided to put in a traffic signal at the driveway between 1970 & 1990 Ellesmere Rd. and for the opposite driveway for Centennial Arena which is a subsidiary road that is not really used much . Are you saying Centennial Arena needs a signal light for the garbage truck and will there be left hand turns in and out of 1970 & 1990?

We believe that the addition of the lights was just done to appease us but we do not believe that it will solve the *many problems that are clearly not being addressed*.

In the unsigned email to me you, (whoever you are) totally turned down my suggestion of a seven lane cross section, stating it is not compatible with the cities policy of designing complete streets which balance the needs and priorities of the various users and that a seven lane cross section would only benefit the private automobile and reduce the safety of others. I totally disagree and can't believe that a seven lane cross section can't be made safe for all without messing with left turns into and out of properties on Ellesmere. *I also mentioned that the seven lane should only be for the two city blocks from Markham Rd. to McCowan Rd*. Which would not affect your plans for the rest of the project.

In my email on January 7th 2021 I asked for impact studies and traffic studies that were done before Covid, also the study showing how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd. on Ellesmere Rd. to McCowan Rd. (U Turns and traffic flows etc.) It would make sense that you would have all this information for a project like this. I should be able to see the consultation records including Feedback , Emails and meetings before it is included in an environmental project report.

I also asked for all the feedback from the community not just the ones that you want me to see.

For what I see we don't believe Metrolinx and the city planners will be able to come up with a plan to support local businesses now and through the detail design planning as I feel there is only one goal and that is get it passed, who cares about the people, Metrolinx knows what is best for everyone.

Are we living in a communist country where a few decide what is best for all, or are we living in a just society where we all look out for each other and respect each other's views and concerns?

I wonder where the city planners are with respect to all of this and I would like to get some answers from them, do you really believe this is the best solution for the City of Toronto? Are you just going to go along with everything or will you speak up and do your best for the city and community that employs you?

It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are the mainstream for our lives and livelihoods, Don't forget buses transport people but cars and trucks transport people and products and all that is necessary for the wellbeing of a community.

I would like to hear from all who are involved in this project and with your name attached to the email, and please don't send me your replies two hours before the next meeting.

Thank You

[redacted]

[redacted]

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 4, 2021 3:58 PM
To: [redacted]
Subject: FW: Guildwood-Scarborough

Track and file

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Thursday, February 4, 2021 3:56 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Good afternoon [redacted]

Thank you for your emails of today to myself and of February 2nd to the Durham-Scarborough BRT email address.

We understand that you have several concerns regarding traffic, access, and safety, and would like to meet you to discuss your specific concerns in more detail.

Please let me know your availability to meet over the next couple of weeks, and I will work with the team here to arrange it.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

METROLINX

From: [redacted] <[redacted]
Sent: February 4, 2021 8:22 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Guildwood-Scarborough

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Hello Metrolinx and City Planners

I am writing in regards to the meeting on Thursday January 28th and the reply that I got two hours prior to the meeting on the same day from my email sent January 7th .

I found it quite strange that the meeting started with a twenty minute presentation on the plan for the Durham-Scarborough transit project, when we all know what the plan is and the only addition to the plan was a new set of lights on Ellesmere Rd.

The meeting should have been scheduled for a longer duration as more things should have been discussed .

As far as I can see you want to limit the time to discuss the issues, and that you don't want to work with or care to listen to the people who this would have the most impact on.

If you did, you would see that your fantastic plan was not that fantastic, and you don't want to be told otherwise.

Ellesmere Rd. Is an essential area for Guildwood – Scarborough and changing vehicle movement as drastically as proposed in your plan would have a devastating impact on the many businesses and community for years to come, and not in a positive way.

With regards to the unsigned email I got two hours before the last meeting in reply to my email three weeks before, seems to be conveniently done the last minute just to pretend that you care about what we think.

I felt the content of the email is just your standard reply without any commitment or understanding of the community's concerns, and once it's done Metrolinx will just move on to their next project, not looking back at the hardships left behind.

I would like to know the names of the people involved with the Durham-Scarborough Bus Rapid project, and if they are living or working in the Guildwood-Scarborough area.

In the past meetings I was told that the TTC was *not* using the dedicated transit lanes, when did this change and how does that work?

I am not a city planner or a traffic specialist but a business man with a lot of years of practical thinking and with 40 years of working in Scarborough, I believe to have some knowledge of what goes on around here.

In the meeting it was mentioned that a traffic study was done during the past few months which I can't understand why . How can any study be done at this time that we are dealing with Covid, especially a traffic study? We all know any real traffic study will not have any accuracy till a year or two after Covid is defeated.
The fact of the matter is that on any normal day thousands of people enter all the properties along Ellesmere from Markham to McCowan in many ways, but the majority would be by cars and trucks... Cutting off convenient access would cause many of the businesses to fail or move from the area which would be detrimental to the community as a whole.

I truly believe that introducing a U-turn to the intersection such as Markham Rd. and Ellesmere Rd. will cause many ***injuries and possible fatalities***, as people are always trying to catch a bus and having access to the buses in the middle of the street would encourage most people to try to beat the light, and people making a U-turn will ***not*** see them.

Metrolinx made the point that trucks can be re-routed down Bellamy for the buildings west of Bellamy but failed to mention the re-routing of large transport trucks to Markham Rd. so they can get into the properties west on Ellesmere Rd. This is ridiculous and makes no sense as they are forcing more traffic onto Markham Rd and making more trucks turn through a very busy intersection.

Let's not forget that Markham Road's capacity is at a boiling point and can't handle any more traffic. It seems that Metrolinx and the city managers missed the boat dealing with this issue and re-routing more traffic onto this road would be unmanageable.

The email writer said that on feedback they heard from Ellesmere businesses back in October 2020, Metrolinx decided to put in a traffic signal at the driveway between 1970 & 1990 Ellesmere Rd. and for the opposite driveway for Centennial Arena which is a subsidiary road that is not really used much . Are you saying Centennial Arena needs a signal light for the garbage truck and will there be left hand turns in and out of 1970 & 1990?

We believe that the addition of the lights was just done to appease us but we do not believe that it will solve the *many problems that are clearly not being addressed*.

In the unsigned email to me you, (whoever you are) totally turned down my suggestion of a seven lane cross section, stating it is not compatible with the cities policy of designing complete streets which balance the needs and priorities of the various users and that a seven lane cross section would only benefit the private automobile and reduce the safety of others. I totally disagree and can't believe that a seven lane cross section can't be made safe for all without messing with left turns into and out of properties on Ellesmere. *I also mentioned that the seven lane should only be for the two city blocks from Markham Rd. to McCowan Rd*. Which would not affect your plans for the rest of the project.

In my email on January 7th 2021 I asked for impact studies and traffic studies that were done before Covid, also the study showing how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd. on Ellesmere Rd. to McCowan Rd. (U Turns and traffic flows etc.) It would make sense that you would have all this information for a project like this. I should be able to see the consultation records including Feedback , Emails and meetings before it is included in an environmental project report.

I also asked for all the feedback from the community not just the ones that you want me to see.

For what I see we don't believe Metrolinx and the city planners will be able to come up with a plan to support local businesses now and through the detail design planning as I feel there is only one goal and that is get it passed, who cares about the people, Metrolinx knows what is best for everyone.

Are we living in a communist country where a few decide what is best for all, or are we living in a just society where we all look out for each other and respect each other's views and concerns?

I wonder where the city planners are with respect to all of this and I would like to get some answers from them, do you really believe this is the best solution for the City of Toronto? Are you just going to go along with everything or will you speak up and do your best for the city and community that employs you?

It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are the mainstream for our lives and livelihoods, Don't forget buses transport people but cars and trucks transport people and products and all that is necessary for the wellbeing of a community.

I would like to hear from all who are involved in this project and with your name attached to the email, and please don't send me your replies two hours before the next meeting.

Thank You

[redacted]

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 10, 2021 5:24 PM
To: [redacted]
Subject: FW: Comments on Durham-Scarborough Bus Rapid Transit

Track and file

From: [redacted]
Sent: Friday, February 5, 2021 12:56 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Comments on Durham-Scarborough Bus Rapid Transit

I thank you for your response.
I've been here over 40 years and seen downtown businesses fail/change hands every year, mostly due to the lack of parking.
DRT is USLESS ! Multiple contracts ! Not even one company running it. Suspended North/South routes for Garden and Anderson Streets and a couple of other routes apparently.
I didn't renew my Presto pass in January - because I can't get anywhere.
I truly hope these promised improvements come soon so I don't have to walk to FreshCo or take a taxi to Metro.

Sent from my iPhone

> On Feb 5, 2021, at 12:07 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:
>
> Hi [redacted]
> We received seven comments from you between December 3, 2020 and February 1, 2021. I put them all together at the end of this message.
> My apologies for the delay in responding. All of your comments will be included in the consultation record for the project.
>
> It sounds like your main concerns are changes to on-street parking in Downtown Whitby and existing Durham Region Transit service.
>
> You are correct that the proposed Transit Mall would remove 31 on-street parking spots along Dundas Street. We understand that parking is important to the businesses in Downtown Whitby. The project team is currently working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. We have a potential plan to add up to 34 parking spaces near the intersection of Byron and Elm Street. The design is still being developed and refined, but we will continue to keep the public updated.
>
> In some of your comments, you mention that some Durham Region Transit buses run infrequently, with headways of 30 minutes to an hour, and that buses sometimes do not run on time. You may be interested to know that the DS BRT system proposes frequent 15-minute or better service, all day, seven days a week, with a bus every five minutes or less during peak hours along Highway 2. Local DRT routes will continue to service the corridor to provide local service in between BRT stops. Some routes

may be revised to eliminate overlaps, provide the more efficient service and improve service frequency. You may also be interested to know that the Durham Region Transportation Master Plan includes more frequent transit service on north-south routes, including Brock Street.

The dedicated transit lanes proposed as part of this Bus Rapid Transit project will greatly improve travel time reliability, meaning buses will arrive on time. Improved reliability will also make it easier for people to transfer to other local routes to get where they want to go.

If you have comments or questions about existing Durham Region Transit service, you can call 1-866-247-0055 or fill out their customer comment form: https://forms.durhamregiontransit.com/Customer-Service/Customer-Comment-Form

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.
We have added you to our project mailing list to receive future updates.
If you wish to be removed from the mailing list, please let me know.
Regards,
Margaret Parkhill, P.Eng.

cc: Lee Caragiale, Rapid Transit Project Planning, Metrolinx

Comments received
February 1, 2021 7:12 PM
Just don't see why Metrolinx wants to eliminate half a dozen parking spots on Dundas west of Brock, other than to allow your buses to blow through there without having to dodge cars. The downtown core is already a bottleneck and can't be changed, unless you start demolishing buildings.
Businesses don't survive due to current parking issues, why make it harder ???

January 29, 2021 8:18 AM
If you can get rid of the independent regional contracts and have a DRT that operates as one, covering the region, , less than 1 HOUR schedules and forget Scarborough to Bowmnanville

January 14, 2021 - 11:59
Not GO that is the problem, DRT is the problem. They have suspended/cancelled 3 or 4 major routes supposedly due to low ridership - well DUH , poor service results in low ridership.
I haven't even renewed my Presto card this month - because I can't get anywhere

January 8, 2021 - 03:30
Comments had nothing to do with GO service on the 401 corridor - don't care!
My concern is about Metrolinx wanting to "eliminate" on street parking in HISTORIC DOWNTOWN WHITBY FOR 2 blocks so your buses can BLOW THROUGH 4 lanes without having to swing around parked cars Those cars are parked because they are attending small local businesses who will go out of business if Metrolinx gets its wish - or I should probably say -WANT'S

December-30-20 12:01 PM
Metrolinx is a Mega Corporation, doing what it wants with no government oversight, because half the politicians are on your board or in your pocket.
Have fun on the Golf Course in Las Vegas!!

December-04-20 2:00 PM
Durham doesn't have rapid transit, Durham has snail transit. Half to one hour waiting times. Worst transit system in the world. Cancel routes, can't get anywhere.
Union morons running the business ????

OF COURSE RIDERSHIP IS DOWN, you idiots, you don't provide a SERVICE, nobody's going to take the BUS.

December 3, 2020 - 12:32
Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a dumbass political propaganda that NOBODY uses.
Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks.
Guess what ‼. Those businesses will all be closed in a year and you won't have to worry about parked cars.
IF you can run them "ON TIME", if you can run "A COMPETENT" operation.
I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control.
Enjoy your golf in Las Vegas‼

[redacted]

From: Hailey McWilliam
Sent: February 7, 2021 11:07 AM
To: [redacted]
Subject: FW: Opposed to Metrolinx through lane reduction proposal Kingston Rd at Church St

Track and file

From [redacted]
Sent: February 5, 2021 3:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Opposed to Metrolinx through lane reduction proposal Kingston Rd at Church St

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Attention: Kristin Demasi

As an Ajax resident I'm opposed to and ask you to reject the Metrolinx westbound through lane reduction proposal on Kingston Rd at Church St.

Metrolinx current proposal is 100% in Metrolinx favour and 0% consideration given to other users of this corridor by reducing the number of through lanes.

It is guaranteed to impede the present & future flow of vehicles on Kingston Rd. Eliminating traffic lanes does nothing to enhance vehicle flow or look to future traffic volumes.

I hope you are ensuring the following has been taken into account for this proposal

1. That any data used for the proposal was NOT gathered from March 2020 to current as this data would not be an accurate representation of normal usage

2. The massive Durham Live complex opening

3. Seaton development with 70,000 new residents along with ongoing development in north Pickering & Ajax

4. Emergency traffic rerouting

While 100% in favour of busses and mass transit; ABSOLUTELY NOT at the expense of losing existing vehicle lanes.

Elimination of existing through traffic lanes has historically been proven to be a very poor decision.

I can expand on all points listed above if you like.

i.e. - a review of Casino Rama's opening, negative impact on Orillia traffic & corrective actions

- comparisons to similar roads like HWY 7 in Vaughan, Davis Dr in Newmarket, Dundas St in Mississauga, St Clair Ave in Toronto

- regular HWY 401 closures & parallel route closure impacts

Please get back to me by return email if you wish and I would also be happy to discuss on the phone

Thank you for your time.

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: February 7, 2021 11:08 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

[redacted]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: February 5, 2021 3:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Hello,

Submitted on Friday, February 5, 2021 - 15:10
Submitted by anonymous user: 174.138.221.137
Submitted values are:

Your name: [redacted]
[redacted]
Subject: Opposed to Metrolinx through lane reduction proposal Kingston Rd at

Church S ---- Pickering Village
Message:

As an Ajax resident I'm opposed to and ask you to reject the Metrolinx westbound through lane reduction proposal on Kingston Rd at Church St.
Metrolinx current proposal is 100% in Metrolinx favour and 0% consideration given to other users of this corridor by reducing the number of through lanes.
It is guaranteed to impede the present & future flow of vehicles on Kingston Rd.
Eliminating traffic lanes does nothing to enhance vehicle flow or look to future traffic volumes.
I hope you are ensuring the following has been taken into account for this proposal
1. That any data used for the proposal was NOT gathered from March 2020 to current as this data would not be an accurate representation of normal usage
2. The massive Durham Live complex opening
3. Seaton development with 70,000 new residents along with ongoing development in north Pickering & Ajax
4. Emergency traffic rerouting
While 100% in favour of busses and mass transit; ABSOLUTELY NOT at the expense of losing existing vehicle lanes.
Elimination of existing through traffic lanes has historically been proven to be a very poor decision.
I can expand on all points listed above if you like.
i.e. - a review of Casino Rama's opening, negative impact on Orillia traffic & corrective actions
- comparisons to similar roads like HWY 7 in Vaughan, Davis Dr in Newmarket, Dundas St in Mississauga, St Clair Ave in Toronto
- regular HWY 401 closures & parallel route closure impacts
Please get back to me by return email if you wish and I would also be happy to discuss on the phone
Thank you for your time.
[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 8, 2021 2:39 PM
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

Track and file.

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, February 8, 2021 2:36 PM
To: [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted]
Thanks again for meeting with us on January 28.
A couple of follow-up questions for you:
1 - During the meeting, you mentioned that you've collected more signatures. Could you please provide an updated scan of the petition? We did receive the attached version in December.
2 - We understand that you have several concerns regarding traffic and access. We would like to meet you to discuss your specific concerns in more detail.
Please let me know your availability to meet over the next couple of weeks? I will work with the team here to arrange it.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager – IBI Group

cc. Lee Caragiale, Rapid Transit Project Planning, Metrolinx

From: [redacted]com>
Sent: Thursday, December 10, 2020 12:22 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Hailey,

We have completed the online survey and we just wanted to make sure that you get a copy of it as well all the petition signatures that we have here to submit for our cause.

Please kindly confirm that you have received our e-mail.

Thank you

[redacted]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: Tuesday, December 08, 2020 3:45 PM
To: DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>
Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, September 30, 2020 3:14 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David
Cc: Alan Filipuzzi; Sarah Chowdhury; [redacted] Carmen Rapati; Darcy Wiltshire; Flavia Santiago

[redacted]

From: Hailey McWilliam
Sent: February 9, 2021 8:36 AM
To: [redacted]
Subject: FW: DS BRT FW: Guildwood-Scarborough

Track and file

From: [redacted] <[redacted]
Sent: February 8, 2021 8:54 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; 'Andrew Au' <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; [redacted] hunter.mpp.co@liberal.ola.org
Subject: RE: Guildwood-Scarborough

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Good morning Lee

Thank you for getting back to me.

I would like to set up a meeting, but it should include all that are going to be effected by the changes that are being planned by Metrolinx.

That being said I have asked for information in my last emails that I need to know before any meetings , if you could work with your team to forward me all the information as this would help prepare me for the meeting.

If you let me know when I will be receiving this information than we can plan our next meeting.

All the best.

[redacted]

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 8, 2021 2:07 PM
To: [redacted]
Subject: FW: Durham Scarborough Busway impact on Mornelle Court
Attachments: Kristin Demasi. re Mornelle Court Feb 8 2021docx.pdf

Track and file

From: [redacted]
Sent: Monday, February 8, 2021 12:36 PM
To: 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Councillor Paul Ainslie <councillor_ainslie@toronto.ca>; Mitzie Hunter MPP. <mhunter.mpp.co@liberal.ola.org>; Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Durham Scarborough Busway impact on Mornelle Court

Dear Ms Demasi and Ms Parkhill:

Please see the attached regarding the impact your busway plans have on people living on Mornelle Court.

[redacted]

Virus-free. www.avg.com

Kristin Demasi
Senior Planning Officer, Planning and Policy
Metrolinx
Via email to Kristin.Demasi@metrolinx.com

February 8th 2021.

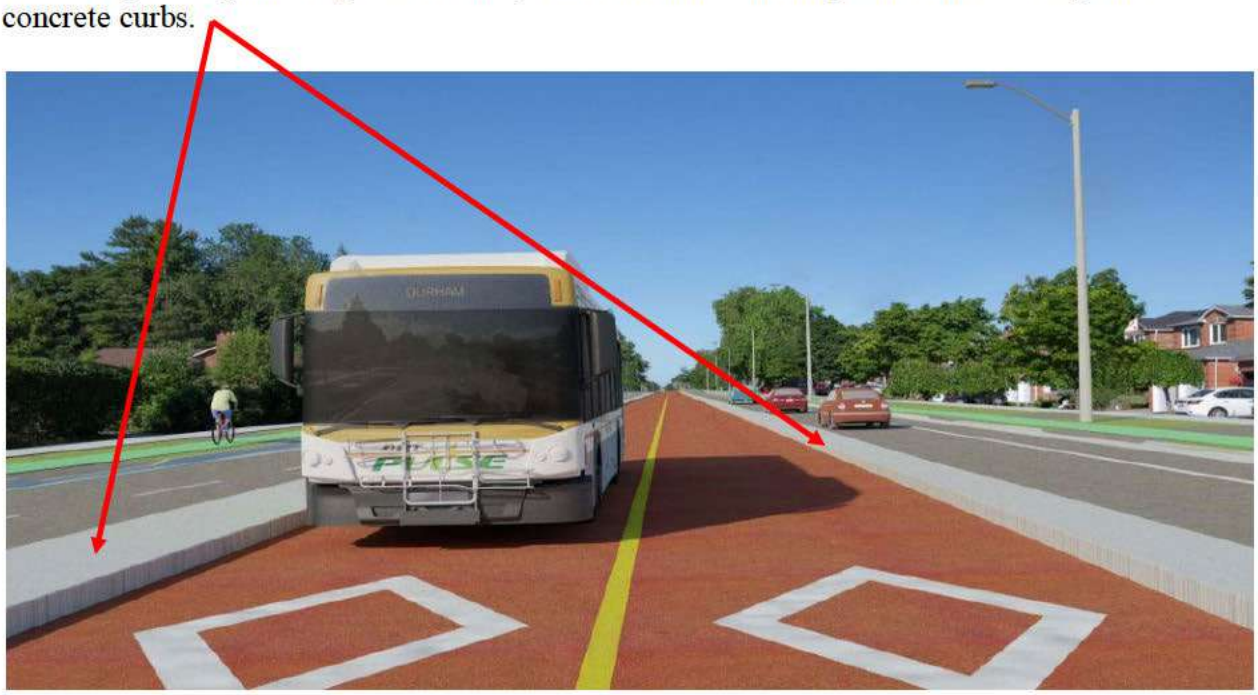
Margaret Parkhill, P. Eng.
Consultant Project Manager
IBI Group
Via email to margaret.parkhill@ibigroup.com

RE: Durham Scarborough Bus Way
Mornelle Court

Dear Ms Demasi and Parkhill:

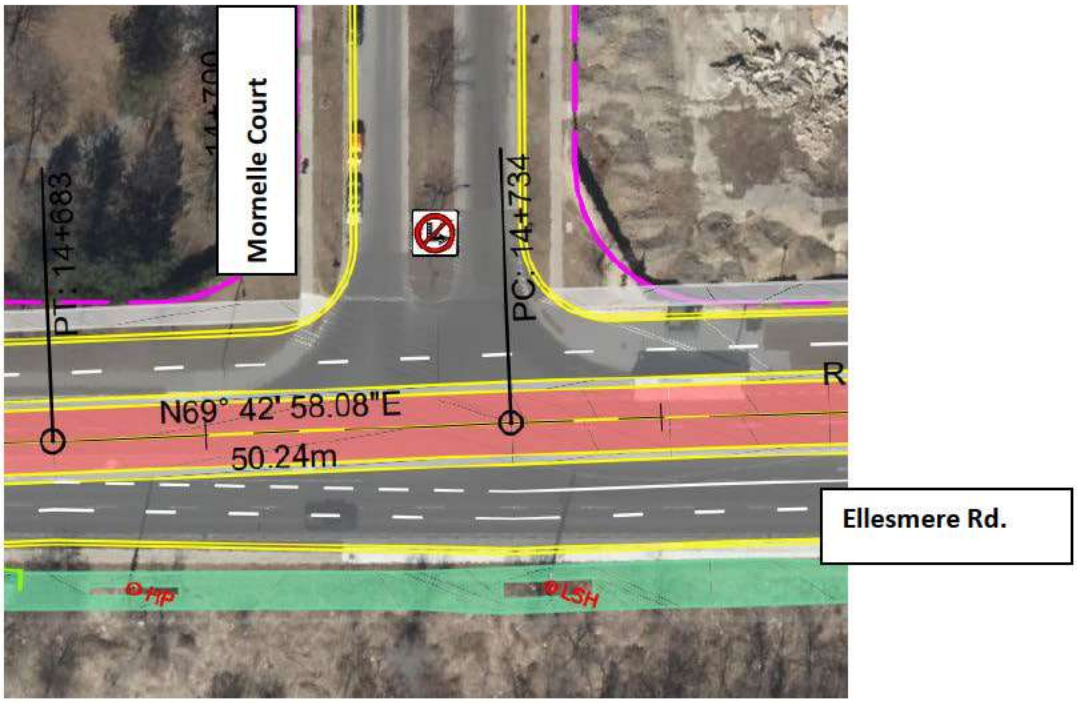
What are you doing to the people who live on Mornelle Court?

According to the plans on your website your centre lane 'bus only' lanes run inside poured concrete curbs.



.

You are proposing to pour these concrete curbs right across Mornelle Court where it connects into Ellesmere. Here's a detail from your plans: No left turns into or out of Mornelle.



There is a bus stop today at Mornelle and Ellesmere.
Here's what it looks like on Google Earth:



There's a bench, a shelter and a TTC bus stop post.

But buses won't stop any more at Mornelle according to your plan.

You'll be sending crews out to tear the post, bench and shelter down.
Someone riding from Scarborough Centre to U of T MAY shave 2 minutes off their trip.
But Mornelle people will have to walk an extra 150m to the catch the bus at Morningside.

You only count 'time saved' once people have found their way to your buses. You don't count the extra time it takes people on Mornelle to reach one of your bus stops.

In terms of vehicle trips to-from Mornelle, you obviously don't care about everyone on Mornelle who needs to take a taxi, a ride share, a Wheeltrans bus, a handicapped taxi, a school bus or [gasp!] a personal vehicle to work-shop-day care-fitness class-grocery store or school each day.

Mornelle Court is a cul-de-sac. That's French for Dead End.
It runs +\- 200 m up from Ellesmere, turns around at a great circle, and runs back again.
There are +\- 1,600 apartments and townhouses on Mornelle. Maybe 3,000 people.

Their only access to the rest of the city via a public street is Mornelle.
Yes, there is a driveway from the cul-de-sac turning circle out to Morningside.

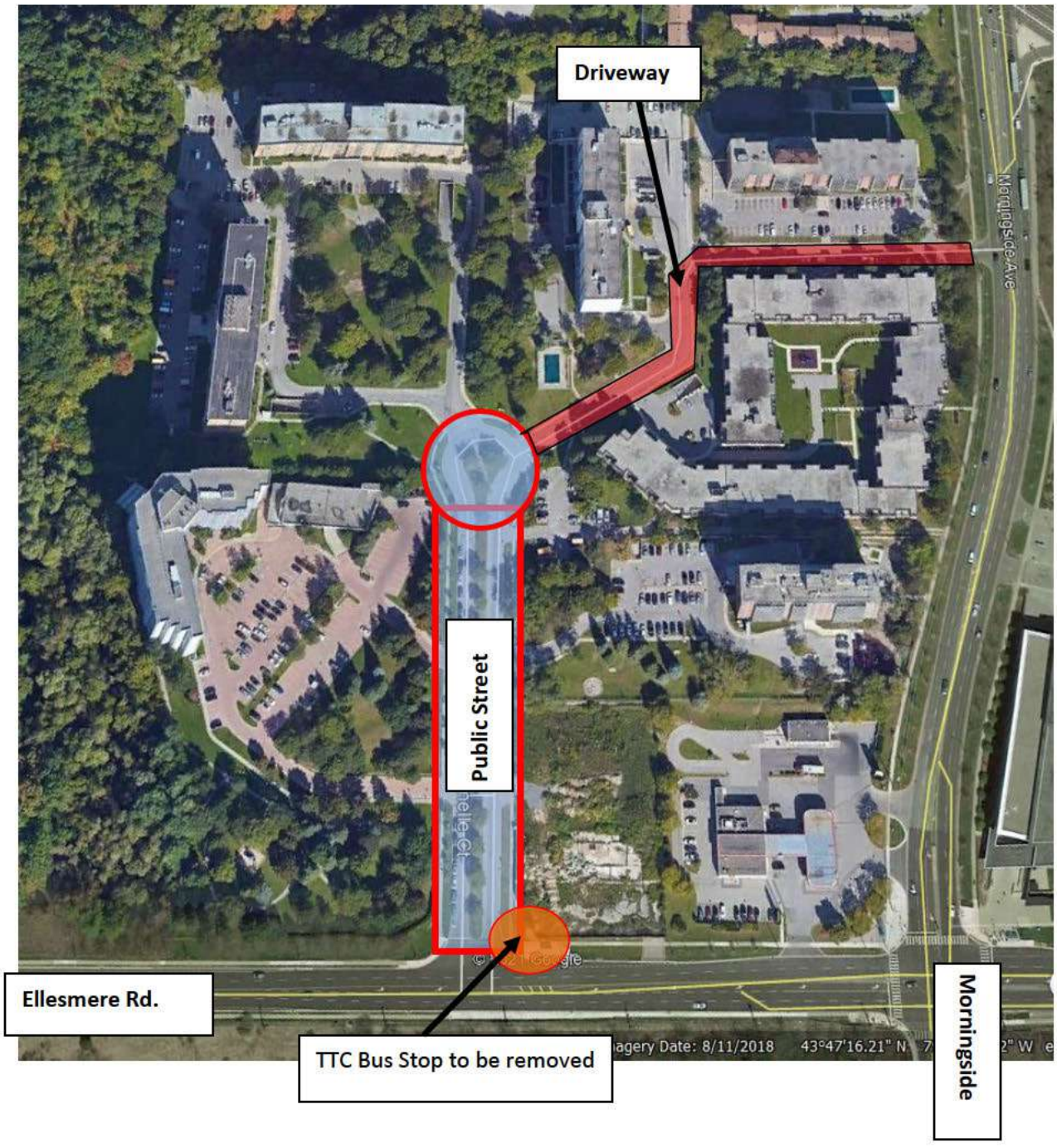


It is certainly not built to public street standards.
There's nothing on City mapping sites to suggest the city has taken that driveway as a public street.

That driveway was created as an emergency access in case the old Township landfill across which Mornelle runs ever slipped or subsided, carrying the street with it. In case there were other emergencies requiring Mornelle to be closed. I believe this driveway is on an easement over private property.

- Does the city plow the driveway or sidewalks?
- Can school buses legally use it?

- Wheeltrans?
- Who is responsible for maintaining it/resurfacing it/replacing it when it deteriorates?



With your plan to close off left turns at Ellesmere, a person coming home from work at night eastbound on Ellesmere will have to pass right on by Mornelle. They will have two choices to get home:

1. Queue to make a left hand turn at Morningside, head north on Morningside and then make another left across Morningside traffic to get into the driveway.

- Are you sure that driveway can safely handle the additional volume of traffic you are forcing onto it.

2. Or make one of your fabled U-Turns in the middle of the busy Morningside intersection.
   - Are you sure the eastbound to northbound left hand turn lane at Morningside can handle the extra volume you are forcing into it?

There are +\- 3,000 people living in the apartments and townhouses on Mornelle. I think you owe them some answers about why they're losing their bus stop and their left turns into/out of their neighbourhood.

Yours truly,

[redacted]

CC via email to:



Mitzie Hunter, MPP, Scarborough Guildwood at:
mhunter.mpp.co@liberal.ola.org



Paul Ainslie, Councillor, Scarborough Guildwood at:
councillor_ainslie@toronto.ca

Lee Caragiale,
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx Lee.Caragiale@metrolinx.com

[redacted]

From: Hailey McWilliam
Sent: February 9, 2021 9:02 PM
To: [redacted]
Subject: FW: Impact in pickering village

Track and file

-----Original Message-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, February 9, 2021 5:59 PM
To [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Impact in pickering village

Hi [redacted]
The streetscape along the south side of Old Kingston Road, including the large tree, picnic tables and pavilion, will not be impacted by the project.
The preliminary design includes a new wider sidewalk, to meet current accessibility standards, along the north side of Kingston Road.

This might result in some construction impacts to the retaining wall and fence that currently separates the picnic tables and pavilion from Kingston Road.
These features could be reinstated, or the streetscape could be integrated. Details will be discussed with Town of Ajax staff as the project proceeds to detail design.

We have added you to the project mailing list, so that you receive future project updates.
You can unsubscribe at any time.

My apologies for taking so long to get back to you.
Let me know if you have any other questions.
Regards,
Margaret

Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

-----Original Message-----
From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:11 PM
To [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: FW: Impact in pickering village

Hi [redacted]

I have passed this question on to Margaret Parkhill who will follow up with you on that one.

Thanks
Kristin

-----Original Message-----
From: Patrick Mangos <patrick_[redacted]
Sent: January-14-21 12:58 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Impact in pickering village

Will there be any impact on the pavilion where the large Christmas tree is? Or the shelter beside case verde restaurant?

Sent from my iPhone

> On Jan 14, 2021, at 11:55 AM, DSBRT <DSBRT@metrolinx.com> wrote:
>
> Hi [redacted]
>
> We hope you have had a chance to review the design drawings for Ajax- located here:
>
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fsites%2Fdefault%2Ffiles%2Fajax_2020-11-12.pdf&data=04%7C01%[redacted]40ibigroup.com%7Cf1cf32143c594da5a46008d8cd67ce23%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637485193016584847%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=1zAZi4Sfc4BI8hmhtaiRoyTG%2BbKGU2YkH2guJR60qc4%3D&reserved=0
>
> As you can see we are proposing median transit lanes through Ajax with some changes to the existing traffic lanes in Pickering Village.
> The design will also see new accessible sidewalks and dedicated cycle/multi use paths.
>
> Please let us know if you have additional questions or would like more information.
>
> Thank you
> Kristin
>
>
> -----Original Message-----
> From: [redacted]
> Sent: November-17-20 6:56 PM
> To: DSBRT <DSBRT@metrolinx.com>
> Subject: Impact in pickering village
>
> Hi Kristen
> I was just wondering about the impact in pickering village. Basically from notion road to church street.
> Thanks
> [redacted]
>
>
> Sent from my iPhone

[redacted]

From: Hailey McWilliam
Sent: February 10, 2021 10:13 AM
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

Track and file

From: [redacted]
Sent: Wednesday, February 10, 2021 9:53 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning Margaret,

Thank you for your e-mail and your interest in meeting us in person.

We will get back to you sometimes next week to set a date to meet with you and your team.

Until then, stay well and have a nice Family Day.

Best regards

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, February 08, 2021 2:36 PM
To: [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted]
Thanks again for meeting with us on January 28.
A couple of follow-up questions for you:
1 - During the meeting, you mentioned that you've collected more signatures. Could you please provide an updated scan of the petition? We did receive the attached version in December.
2 - We understand that you have several concerns regarding traffic and access. We would like to meet you to discuss your specific concerns in more detail.
Please let me know your availability to meet over the next couple of weeks? I will work with the team here to arrange it.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager – IBI Group

cc. Lee Caragiale, Rapid Transit Project Planning, Metrolinx

From: [redacted]
Sent: Thursday, December 10, 2020 12:22 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Hailey,

We have completed the online survey and we just wanted to make sure that you get a copy of it as well all the petition signatures that we have here to submit for our cause.

Please kindly confirm that you have received our e-mail.

Thank you

[redacted]

[redacted]

From: Hailey McWilliam
Sent: February 12, 2021 4:46 PM
To: [redacted]
Subject: FW: Durham-Scarborough BRT - [redacted]

Track and file

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, February 12, 2021 4:35 PM
To: [redacted]
Cc: [redacted] DSBRT <DSBRT@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - [redacted]

Good afternoon [redacted]

The infrastructure is intended to serve TTC, Durham Region Transit, and GO bus services. Service plans have not been confirmed yet but, accounting for the combined services as well as both travel directions, we expect that a bus would go by every couple of minutes.

For any future questions, do not hesitate to reach out to our project email address: dsbrt@metrolinx.com

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: February 12, 2021 11:10 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: [redacted]
Subject: RE: Durham-Scarborough BRT - [redacted]

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Hello Lee,

We are currently working on the noise report for proposed development located at [redacted] Road. We understand that Metrolinx plans on building a bus rapid transitway along Ellesmere road through this area. I have looked through the project documents that are available online and were sent in the chain below and haven't been able to find any future bus volume information. Can you please let us know if estimates of the future bus volumes through this corridor are available?

Thank you,

[redacted]

From: Stephanie Kwast <skwast@bousfields.ca>
Sent: February 12, 2021 11:00 AM
To: Brett Lipson <blipson@valcoustics.com>
Subject: FW: Durham-Scarborough BRT - [redacted]

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Date: Thursday, February 11, 2021 at 5:17 PM
To: [redacted]
Cc: Rod Hines <Rod.Hines@toronto.ca>, [redacted] Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Durham-Scarborough BRT - [redacted]

Hi [redacted]

Thank you for your patience. As part of the TPAP, we are identifying general property impacts only and will be undertaking public consultation on our Environmental Project Report in the summer. We expect to complete the TPAP by December 2021 –specific property requirements will be confirmed if we receive TPAP approval and proceed to detailed design.

The project team is aware of the development application. At this time, there are no works proposed along the Markham Road frontage of [redacted].

Attaching a screenshot of the proposed design for the [redacted] intersection –you will notice that we are planning for a BRT stop there as well as improved cycling and pedestrian infrastructure along Ellesmere.

If you would like, I can add you to our mailing list so you receive updates on the project. Please let me know.

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: January 29, 2021 8:17 PM
To: [redacted]
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - [redacted]

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HI [redacted]
Below are the links to the study and drawings posted online

https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit
https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3
https://www.metrolinxengage.com/sites/default/files/toronto_2020-11-12.pdf

Currently we do not know the exact extent of the property impact. They are working towards that information before the conclusion of the TPAP.
I have cc-ed Lee Caragiale, Metrolinx's project manager and she can provide additional information and direction.

Thanks,

Andrew Au
Senior Transportation Planner
City Planning
City of Toronto

416-395-7163
Andrew.Au@toronto.ca

From: [redacted]
Sent: January 29, 2021 1:21 PM
To: Andrew Au <Andrew.Au@toronto.ca>
Cc: Rod Hines <Rod.Hines@toronto.ca>; [redacted]
Subject: Durham-Scarborough BRT - [redacted]

Hi Andrew, we met with [redacted] last week to discuss the property located at [redacted], which is adjacent to Ellesmere Road where the BRT is planned. They mentioned that we should reach out to you in order to find out the latest with this planned transit.

Would you be able to provide us with a status update. [redacted] mentioned that design drawings may be at ~30% now.

Also wondering if this property or [redacted] would be required to provide a road widening along Ellesmere.

Please let us know when you have a moment, thank you.

Stephanie Kwast | Senior Associate

[redacted]

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: February 23, 2021 5:38 PM
To: [redacted]
Subject: FW: [redacted] meeting date? - Durham-Scarborough BRT

Importance: High

Track and file

From [redacted]
Sent: Tuesday, February 23, 2021 3:07 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Good afternoon Margaret,

I am sorry for my late response, last few days have been very busy here for us.

I will give 2 dates and you let me know which of these date would work for you and your team to meet with us here at [redacted]

- Tuesday March 2nd, 2021 at 2 pm or Tuesday March 9th, 2021 at 2 pm.

I shall wait for your reply.

Thank you

[redacted]

From: [redacted]
Sent: Wednesday, February 10, 2021 9:53 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]>
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning Margaret,

Thank you for your e-mail and your interest in meeting us in person.

We will get back to you sometimes next week to set a date to meet with you and your team.

Until then, stay well and have a nice Family Day.

[redacted]

[redacted]

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, February 08, 2021 2:36 PM
To: [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted]
Thanks again for meeting with us on January 28.
A couple of follow-up questions for you:
1 - During the meeting, you mentioned that you've collected more signatures. Could you please provide an updated scan of the petition? We did receive the attached version in December.
2 - We understand that you have several concerns regarding traffic and access. We would like to meet you to discuss your specific concerns in more detail.
Please let me know your availability to meet over the next couple of weeks? I will work with the team here to arrange it.

Regards,
Margaret Parkhill, P.Eng.

[redacted]

From: Hailey McWilliam
Sent: March 1, 2021 9:12 AM
To: [redacted]
Subject: FW: project mailing list...please include me

Track, file, add.

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, March 1, 2021 9:10 AM
To: [redacted]
Subject: RE: project mailing list...please include me

Dear [redacted] thank you for your email. You have been added to the project mailing list.

Regards,

The Durham Scarborough Project Team

From [redacted]
Sent: February 27, 2021 5:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: project mailing list...please include me

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Please include me in all future information.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: Hailey McWilliam
Sent: March 5, 2021 1:34 PM
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

[redacted]

From [redacted]
Sent: Friday, March 5, 2021 1:08 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; S[redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

That will be great!

Thanks Lee.

Regards

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 05, 2021 1:07 PM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you [redacted] We will send you an invitation for Thursday, March 25th from 1:30PM to 2:30PM.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714



From: Caroline Babakhanian <Caroline@breadsource.com>
Sent: March 5, 2021 10:45 AM

To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

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Hi Lee,

Will Tuesday 23/03/21 or Thursday 25/03/21 work for you, sometimes early afternoon? 1:30 pm or so?

Let me know.

Thanks

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 05, 2021 10:24 AM
[redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted] Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning [redacted]

My most sincere apologies for the delay.

Could you please let us know about your availability on the week of March 22nd? As soon as you're able to confirm, we will schedule the meeting.

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: March 3, 2021 3:16 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

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Hi Margaret,

Can we please get a response to this e-mail please?

Thank you

[redacted]

From: [redacted]
Sent: Tuesday, February 23, 2021 3:07 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Good afternoon Margaret,

I am sorry for my late response, last few days have been very busy here for us.

I will give 2 dates and you let me know which of these date would work for you and your team to meet with us here at Breadsource.

- Tuesday March 2nd, 2021 at 2 pm or Tuesday March 9th, 2021 at 2 pm.

I shall wait for your reply.

Thank you

[redacted]

[redacted]

[redacted]

From [redacted]
Sent: Wednesday, February 10, 2021 9:53 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning Margaret,

Thank you for your e-mail and your interest in meeting us in person.

We will get back to you sometimes next week to set a date to meet with you and your team.

Until then, stay well and have a nice Family Day.

[redacted]

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, February 08, 2021 2:36 PM
To: [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted],
Thanks again for meeting with us on January 28.
A couple of follow-up questions for you:
1 - During the meeting, you mentioned that you've collected more signatures. Could you please provide an updated scan of the petition? We did receive the attached version in December.
2 - We understand that you have several concerns regarding traffic and access. We would like to meet you to discuss your specific concerns in more detail.
Please let me know your availability to meet over the next couple of weeks? I will work with the team here to arrange it.

Regards,
Margaret Parkhill, P.Eng.

[redacted]

From: Hailey McWilliam
Sent: March 3, 2021 10:04 AM
To: [redacted]
Subject: FW: Mailing List - Durham-Scarborough Bus Rapid Transit

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, March 3, 2021 9:48 AM
To: [redacted]
Subject: RE: Mailing List - Durham-Scarborough Bus Rapid Transit

Dear [redacted] thank you for your message.

You have been added to the project mailing list.

Kind regards,
The Durham-Scarborough BRT Project Team

From: [redacted]
Sent: March 3, 2021 9:44 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Mailing List - Durham-Scarborough Bus Rapid Transit

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I am a Manager at [redacted]

Please sign me up for the mailing list.

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: March 5, 2021 2:39 PM
To: [redacted]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

Track and file

From: [redacted]
Sent: Friday, March 5, 2021 2:38 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi Lee,

Ok yes virtual meeting should be fine.

Regards

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 05, 2021 2:28 PM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted], all of our meetings are held virtually in compliance with the provincial and municipal COVID guidelines. Hope that works for you and [redacted].

Thank you,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714



From: [redacted]
Sent: March 5, 2021 1:42 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

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Hi Lee,

Just want to confirm that this meeting will take place at our location here at [redacted]

Thanks

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 05, 2021 1:07 PM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you [redacted] We will send you an invitation for Thursday, March 25th from 1:30PM to 2:30PM.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: March 5, 2021 10:45 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

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Hi Lee,

Will Tuesday 23/03/21 or Thursday 25/03/21 work for you, sometimes early afternoon? 1:30 pm or so?

Let me know.

Thanks

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 05, 2021 10:24 AM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning [redacted]

My most sincere apologies for the delay.

Could you please let us know about your availability on the week of March 22nd? As soon as you're able to confirm, we will schedule the meeting.

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From [redacted]
Sent: March 3, 2021 3:16 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

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Hi Margaret,

Can we please get a response to this e-mail please?

Thank you

[redacted]

From: Hailey McWilliam
Sent: March 7, 2021 10:51 AM
To: [redacted]
Subject: FW: Guildwood-Scarborough

Track and file

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, March 5, 2021 5:19 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; 'Andrew Au' <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; [redacted] mhunter.mpp.co@liberal.ola.org; David Phalp <David.Phalp@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Dear [redacted],

Thank you for your patience.

Invitations to join our previous meetings with the Ellesmere business community were sent out to 51 businesses in the area. We are following up with businesses who were unable to attend our January meeting to offer another opportunity to provide feedback. We have also reached out to Breadsource to schedule a follow-up meeting with them. We would appreciate the opportunity to meet with you and your colleagues separately, to review and identify solutions to [redacted] specific concerns.

With respect to your data request, we are working to put the materials together so we can provide them in advance of our meeting, including:

- Traffic analysis results for intersections of Ellesmere and: Markham Road, Dolly Varden, Bellamy, new signal at 1970 Ellesmere Road driveway
- Transit ridership
- Information on local transit integration with the BRT service.

You can expect to receive the information the week of March 15th. Could we meet the following week?

Note that all community consultation is recorded and the log will be available publicly during the Transit Project Assessment Process, with personal information redacted, and you will be able to review public comments then.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

METROLINX

From: [redacted] <[redacted]
Sent: February 8, 2021 8:54 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; 'Andrew Au' <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; [redacted] mhunter.mpp.co@liberal.ola.org
Subject: RE: Guildwood-Scarborough

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Good morning Lee

Thank you for getting back to me.

I would like to set up a meeting, but it should include all that are going to be effected by the changes that are being planned by Metrolinx.

That being said I have asked for information in my last emails that I need to know before any meetings , if you could work with your team to forward me all the information as this would help prepare me for the meeting.

If you let me know when I will be receiving this information than we can plan our next meeting.

All the best.

[redacted]

[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: February 4, 2021 3:56 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Good afternoon [redacted]

Thank you for your emails of today to myself and of February 2nd to the Durham-Scarborough BRT email address.

We understand that you have several concerns regarding traffic, access, and safety, and would like to meet you to discuss your specific concerns in more detail.

Please let me know your availability to meet over the next couple of weeks, and I will work with the team here to arrange it.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

METROLINX

From: [redacted] <[redacted]
Sent: February 4, 2021 8:22 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Guildwood-Scarborough

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Hello Metrolinx and City Planners

I am writing in regards to the meeting on Thursday January 28th and the reply that I got two hours prior to the meeting on the same day from my email sent January 7th .

I found it quite strange that the meeting started with a twenty minute presentation on the plan for the Durham-Scarborough transit project, when we all know what the plan is and the only addition to the plan was a new set of lights on Ellesmere Rd.

The meeting should have been scheduled for a longer duration as more things should have been discussed .

As far as I can see you want to limit the time to discuss the issues, and that you don't want to work with or care to listen to the people who this would have the most impact on.

If you did, you would see that your fantastic plan was not that fantastic, and you don't want to be told otherwise.

Ellesmere Rd. Is an essential area for Guildwood – Scarborough and changing vehicle movement as drastically as proposed in your plan would have a devastating impact on the many businesses and community for years to come, and not in a positive way.

With regards to the unsigned email I got two hours before the last meeting in reply to my email three weeks before, seems to be conveniently done the last minute just to pretend that you care about what we think.

I felt the content of the email is just your standard reply without any commitment or understanding of the community's concerns, and once it's done Metrolinx will just move on to their next project, not looking back at the hardships left behind.

I would like to know the names of the people involved with the Durham-Scarborough Bus Rapid project, and if they are living or working in the Guildwood-Scarborough area.

In the past meetings I was told that the TTC was *not* using the dedicated transit lanes, when did this change and how does that work?

I am not a city planner or a traffic specialist but a business man with a lot of years of practical thinking and with 40 years of working in Scarborough, I believe to have some knowledge of what goes on around here.

In the meeting it was mentioned that a traffic study was done during the past few months which I can't understand why . How can any study be done at this time that we are dealing with Covid, especially a traffic study? We all know any real traffic study will not have any accuracy till a year or two after Covid is defeated.
The fact of the matter is that on any normal day thousands of people enter all the properties along Ellesmere from Markham to McCowan in many ways, but the majority would be by cars and trucks... Cutting off convenient access would cause many of the businesses to fail or move from the area which would be detrimental to the community as a whole.

I truly believe that introducing a U-turn to the intersection such as Markham Rd. and Ellesmere Rd. will cause many ***injuries and possible fatalities***, as people are always trying to catch a bus and having access to the buses in the middle of the street would encourage most people to try to beat the light, and people making a U-turn will ***not*** see them.

Metrolinx made the point that trucks can be re-routed down Bellamy for the buildings west of Bellamy but failed to mention the re-routing of large transport trucks to Markham Rd. so they can get into the properties west on Ellesmere Rd. This is ridiculous and makes no sense as they are forcing more traffic onto Markham Rd and making more trucks turn through a very busy intersection.

Let's not forget that Markham Road's capacity is at a boiling point and can't handle any more traffic. It seems that Metrolinx and the city managers missed the boat dealing with this issue and re-routing more traffic onto this road would be unmanageable.

The email writer said that on feedback they heard from Ellesmere businesses back in October 2020, Metrolinx decided to put in a traffic signal at the driveway between 1970 & 1990 Ellesmere Rd. and for the opposite driveway for Centennial Arena which is a subsidiary road that is not really used much . Are you saying Centennial Arena needs a signal light for the garbage truck and will there be left hand turns in and out of 1970 & 1990?

We believe that the addition of the lights was just done to appease us but we do not believe that it will solve the *many problems that are clearly not being addressed*.

In the unsigned email to me you, (whoever you are) totally turned down my suggestion of a seven lane cross section, stating it is not compatible with the cities policy of designing complete streets which balance the needs and priorities of the various users and that a seven lane cross section would only benefit the private automobile and reduce the safety of others. I totally disagree and can't believe that a seven lane cross section can't be made safe for all without messing with left turns into and out of properties on Ellesmere. *I also mentioned that the seven lane should only be for the two city blocks from Markham Rd. to McCowan Rd*. Which would not affect your plans for the rest of the project.

In my email on January 7th 2021 I asked for impact studies and traffic studies that were done before Covid, also the study showing how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd. on Ellesmere Rd. to McCowan Rd. (U Turns and traffic flows etc.) It would make sense that you would have all this information for a project like this. I should be able to see the consultation records including Feedback , Emails and meetings before it is included in an environmental project report.

I also asked for all the feedback from the community not just the ones that you want me to see.

For what I see we don't believe Metrolinx and the city planners will be able to come up with a plan to support local businesses now and through the detail design planning as I feel there is only one goal and that is get it passed, who cares about the people, Metrolinx knows what is best for everyone.

Are we living in a communist country where a few decide what is best for all, or are we living in a just society where we all look out for each other and respect each other's views and concerns?

I wonder where the city planners are with respect to all of this and I would like to get some answers from them, do you really believe this is the best solution for the City of Toronto? Are you just going to go along with everything or will you speak up and do your best for the city and community that employs you?

It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are the mainstream for our lives and livelihoods, Don't forget buses transport people but cars and trucks transport people and products and all that is necessary for the wellbeing of a community.

I would like to hear from all who are involved in this project and with your name attached to the email, and please don't send me your replies two hours before the next meeting.

[redacted]

[redacted]

[redacted]

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714



From: DSBRT <DSBRT@metrolinx.com>
Sent: March 5, 2021 6:05 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough BRT - Whitby Open House

Metrolinx and the Durham-Scarborough Bus Rapid Transit (BRT) Project Team have refined the preliminary design for Downtown Whitby to address community concerns, and would like to invite you to a virtual open house on **Tuesday, March 16, 2021** from **6:30 - 7:30 p.m.**

Listening to community members and sharing information around the project is extremely important to us. Metrolinx understands and values that we are planning work in areas where people live, work and play. We believe the recently refined preliminary design achieves the right balance between the need for expanded transit to serve this growing region, while taking into consideration the valuable community feedback we've received to date.

During the meeting our project team will present the preliminary design changes, followed by a question and answer session. You can register for and attend this virtual, fully accessible open house on Metrolinx Engage. We want to ensure everyone that has an interest in this project, has the opportunity to have their voice heard. Information on how to register for and attend the event can be found below:

We want to hear from you, join us on Metrolinx Engage.

Get Involved:
1. Go to Metrolinx Engage at **https://www.metrolinxengage.com/en/dsbrtLIVE** to register
2. Project update and overview to be presented
3. Ask your Questions

Want to know more? Visit Metrolinx.com, or e-mail us at DSBRT@metrolinx.com.

The Durham-Scarborough BRT Project Team



If you no longer wish to receive emails about this project, please reply to this email to let us know.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted] [redacted]

Attn: MetroLinx (Rajesh Khetarpal, VP Community Engagement; Mathieu Goetzke, VP Planning)
Subject: [redacted] Feedback on the Proposed Durham-Scarborough Bus Rapid Transit Corridor
Date: March 23rd, 2021

Sent on behalf of the [redacted]

[redacted] exists to represent the local residents in the historical neighbourhoods surrounding Downtown Whitby. The primary objectives of [redacted] are to provide a collective voice for its residents to ensure:

- Safety for its residents / families
- Preservation of the heritage and historical features of Downtown Whitby and its homes
  - Including heritage building preservation, green space / mature trees and traffic flows
- A strong sense of community by promoting Downtown as a destination for living, doing business, making social connection and giving back

After attending the community sessions on March 16th (MetroLinx's Whitby public engagement session) and the March 18th (Downtown Whitby Steering Committee), [redacted] would like to express its significant concerns with the current proposed design. While we appreciate MetroLinx's collaborative process, we can confirm that the outreach to date has been primarily focused on business associations and as a result, local resident awareness is very low – we raise this as a concern for MetroLinx, Durham Region and the Town of Whitby, as we can guarantee they will all face considerable resident pushback as the proposal's awareness increases. It is still not clear why Rossland, Taunton or Baseline Rd. (Victoria) have not been more seriously considered as alternatives through Whitby, as these roads are clearly more structured for this type of project and still support (and perhaps enhance) Metrolinx's objectives. That being said, we'll focus our feedback primarily on the current proposal due to the immediacy of this feedback period.

From both presentations, it is clear in both the content and Q&A responses that MetroLinx's primary, and almost exclusive, objective for the program is having 2 dedicated bus lanes to ensure expedient travel from end-to-end. While this is understandable as a rapid bus transit objective, the current proposal raises major safety, heritage and community issues for Downtown Whitby, its businesses and residents:

Safety

- Having no continuous car lane from the West, ensures that 100% of Westbound traffic will flow into the local neighbourhoods (not just on Mary St. and Dunlop St.)
  - These neighbourhoods are already experiencing very unsafe traffic flows along all of their side streets (e.g. Mary, Dunlop, Athol, Green, King, Byron, Euclid)
    - These areas include school zones, libraries, daycares and parks – all of which are not designed for increased / high volume traffic
    - Safety of seniors, children and individuals with mobility issues are already major concerns in the area – this will further reduce the walkability of Downtown
  - These streets are not set-up from an infrastructure perspective to handle these flows of traffic and the historical homes are also not built to be beside major traffic flows

[redacted]

    - Driveways, stop systems and the grid set-up are not designed safely for this type of transit flow
  - MetroLinx's current traffic studies show that only 20% of the traffic at the four-corners is coming from outside and then leaving Whitby – this confirms that the remaining 80% have destinations (and therefore transit needs) that are not served by this proposal. As a result, your plan is unnecessarily pushing large volumes of traffic into our local neighbourhoods

Heritage Preservation / Green Space

- While the proposal signifies concern for protecting the heritage of Downtown Whitby, the renderings are not in keeping with any heritage look / feel and no significant budget or process has been communicated / confirmed for the Town of Whitby and its associations to ensure this will be the case

- The increased traffic and lack of side-street infrastructure will almost guarantee that this current design will negatively impact the heritage of the area and its buildings / green spaces
  - This proposal is not consistent with the historical preservation efforts which have been supported via the Werden's Plan and by-laws put into place by Whitby Council and the Mayor to ensure it can meet the Provincial intensification mandate in a planned way
  - Heritage homes are not designed physically / aesthetically to be beside major roads
  - Heritage communities are quickly broken apart by increased traffic flows that physically (and emotionally) begin to separate the neighbourhood
  - Green spaces, including parks and mature trees, in this area are not designed for the expansion of traffic infrastructure

Strong Sense of Community / Downtown as a Destination

- There appears to be little to no alignment between MetroLinx, Durham Region and the Town of Whitby on how to ensure this design makes Downtown Whitby a destination; the limited 100m 'Pedestrian Mall' on one corner of the four corners only serves to continue make Downtown a disjointed experience that residents will avoid altogether
- There is a real opportunity to find a design that continues to allow traffic through the four corners while reinvigorating the Downtown with new designs to ensure:
  - Businesses have smart parking designs, rear-access entries and larger patio space
  - Residents can walk / meet safely via back-lane or side street pedestrian malls

- The examples provided by Metrolinx (Toronto – King St., Granville in Vancouver) of Canadian pedestrian malls show a clear misunderstanding / lack of experience with these types of projects in a residential environment. Downtown Whitby does not want to be a failed local experiment. Dundas St. (Hwy #2) and Brock St. (Hwy #12) are main thoroughfares with no major arterial road options – blocking traffic does not make it a destination; it makes Downtown Whitby either:
  1. A place to avoid altogether

     or
  2. A place where you quickly get familiar with shortcuts through the local neighbourhoods at increased speeds to make up the time you've lost

A Path Forward: [redacted]

[redacted] would like to be able to support the MetroLinx program in a collaborative way. Expending negative energy as opposed to using this as an opportunity to help design a path forward is not our intent. We would welcome the opportunity to work collaboratively on either:

1. Finding an alternative MetroLinx route via Lakeridge to Rossland / Taunton or Baseline to continue to maximize ridership and minimize trip time

    a. Taunton or Rossland infrastructure and reach to population of commuter traffic (as opposed to in-town traffic) is more amenable; these are also underserved transit areas
        i. Dundas St. already has robust Durham transit options and proximity to the Go System for cross-region travel (currently only 20% of Dundas St. traffic enters and then exits Whitby in the same trip as your study highlights)
        ii. If the objective is to provide more cross-region transit options, locating this extension in this part of Whitby is duplicative with current needs being met by the Go Train / Bus system – shifting it North to the cross-region 'transit deserts' between Downtown Whitby and Brooklin makes significantly more sense
    b. Baseline Rd (Victoria) – or MetroLinx can leverage this route as a way to augment the existing Go Transit system and establish meaningful continuity and reach options

2. Designing a Dundas solution that allows car traffic in both directions through downtown and ensures traffic patrolling / signage that prevents side-streets as alternatives by:

    a. Removing the North side sidewalk extension; leverage these investment dollars to create meaningful rear-access solutions for businesses, rear or side-street pedestrian malls and new parking alternatives

    And / or

    b. Establishing a bi-directional bus line for the 200m via downtown or having buses join regular traffic flows for a short period of time, as MetroLinx has done with its dedicated Go Bus lanes on the DVP (when the buses face lane-width constraints, they merge temporarily without unnecessarily shutting down car lanes)

In conclusion, the designs and studies MetroLinx has shared to date fail to address significant safety, heritage and community issues. The lack of meaningful future traffic planning / simulations and disregard for historical design have not come close to addressing residents' issues (even for the small percentage of Whitby residents that are aware of the project). Downtown Whitby is not designed for this type of proposal and the traffic-routing options are not safe or amenable to the area.

We look forward to collaborating on a solution that can help increase affordable transit options across Whitby, but not at the expense of local neighbourhood safety and heritage preservation. This will have our undivided attention until there is a solution design that works for the **local residents** and businesses of the area.

Sincerely,

[redacted]

[redacted]

About [redacted] was created in 2014 by a group of concerned citizens living in the Werden's District community (south of Dundas, bordered by Henry, Brock, and Burns). Our neighbourhood is named for Asa Werden who planned this subdivision in 1854. There are 249 individual properties in the district. Of these, 206 are owner occupied, 32 are investment or rental dwellings, and 11 are municipal or institutional dwellings (e.g. churches or a former public school).

Since our founding, we have successfully worked with the Town of Whitby to have our neighbourhood designated as a Heritage Conservation District under part V of the Ontario Heritage Act. In addition to this, we rallied and saved the R.A. Sennett Public School on King Street from demolition. The building is now designated as a heritage site and is the home of a business that provides hundreds of jobs.

[redacted] *Mission is to preserve the history and heritage of our neighborhood and to foster a sense of community in the neighbourhood.*

Residents Supporting this [redacted] Response:



Additional commentary:

"Town's new Parking Plan includes parking meters on Euclid from Dundas to Mary, which will narrow Euclid and the potential for accidents and congestion. Not to mention the impact on pedestrian traffic."

"The impact of not having a westbound lane means that many will use Walnut instead of Mary to either go up to Cochrane or Palace, and turn left to get to Dundas, which in turn means heavy traffic in the proximity of E.A. Fairman PS… and the ever present speeding issue which is a real threat to safety. Our school crossing guard at Fairman, was almost hit by a car last week."

"added pollution in a residential neighbourhood"

Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

	Printed Name (Full)	Address (optional)	Signature
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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

	Printed Name (Full)	Address (optional)	Signature
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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

	Printed Name (Full)	Address (optional)	Signature
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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
https://www.metrolinxengage.com/dsbrt

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [redacted] for daily food purchases, work, deliveries and general service contracts.

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[redacted]

From: Margaret Parkhill
Sent: Wednesday, May 26, 2021 1:27 PM
To: Lauren Wilcox; Christopher Sauvageau
Cc: Marianne Alden
Subject: FW: BRT presentation

Follow Up Flag: Follow up
Flag Status: Flagged

For the record

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: March 25, 2021 1:42 PM
To: [redacted]
Cc: David Hopper <David.Hopper@parsons.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: BRT presentation

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for your thoughts.
I am sure Metrolinx looked at going to one lane through the core but rejected it for operational reasons. I will ask them for details of their analysis of that option. I have copied the leads from Metrolinx.

I am not personally persuaded that the current work at home option will become permanent. I find it somewhat amusing that the innovation mantra was always about the need to gather and collaborate to deliver creative outcomes. Hence the Accelerator and your wonderful building. I appreciate that making a virtue of covid necessity may be wise, but I personally find virtual meetings and exchanges impoverished and believe the innovation mantra is right. Quality of place is the key to future local prosperity and that is a Whitby advantage.

I believe retail will continue to struggle in the downtowns - and everywhere - due to the growth of online shopping and I see this as a permanent shift. So the Downtown will increasingly become about personal services, entertainment and arts and culture and tech/innovation. For that to thrive you need space on the streets as ours are very narrow.

[redacted]: the first Metrolinx option - as you saw on the Presentation - was four live lanes of traffic through the historic core. No on street parking - buses moving right beside pedestrians on our narrow sidewalks. Just visualize that personally - and imagine it with a small child or elderly parent - and then tell me if you really expect any shoppers or visitors to want to be on those sidewalks. It would both feel dangerous and be dangerous. The problem with certain members of council opposing this third option in advance of the evidence being finalized or our town staff having a chance to comment - and I am sure that is who contacted you - is that if they say "no" to everything (which they do) - we could end up with the four live lane option which would be the worst of the worst for Downtown Whitby. I know you care about the downtown so I appreciate you getting involved. The traffic review by Metrolinx should be available soon and I will share it with you. Whatever that review demonstrates, I predict that the vocal opponents will dismiss and ignore it. I am counting on you, and others who really care about our downtown, to give it fair consideration.

You know that downtowns have always been my top priority. I value transit - and it is essential for mobility in a dense urban environment (and we are getting denser) but if the BRT project means degrading downtown Whitby (as the four live lane option would) then I will wholly oppose the project. If we cannot have wide and safe sidewalks, then we have to retain on-street parking.

All my best,

Don Mitchell, Mayor

On Mar 25, 2021, at 11:12 AM, [redacted] wrote:

[EXTERNAL EMAIL]

Thanks for sharing - read through it and couple thoughts

1.) why 2 lanes in downtown core? Why not a single lane for bus through core and align bus timing so they don't cross at same times.
2.) the data is all precovid and projected based on the same post - that's just not reality - yes people will go back to work but different. 360 office had 300+ in downtown everyday and in future will have less than 150 daily as it will be a hybrid workforce - I will bet most companies will be like that. What does downtown look like with hybrid work forces
3.) with the uptick in shared economy and autonomous vehicles how does that change their projections - I think we will see more cars in downtown passing through or stopping - routing people around side streets will cause challenges

I love the idea of brt - I actually sold our 2nd vehicle and I'm going to try and live with 1 car between [redacted] and I (meaning I don't have one she does) I think vehicles are wastes and I want to see if it's doable through public transport and shared vehicles - so to me the idea is great - let's just really think about impact and why we need 2 lanes and to push cars on community streets

[redacted]

Get Outlook for iOS

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: Wednesday, March 24, 2021 5:27:18 PM
To: [redacted]
Subject: BRT presentation

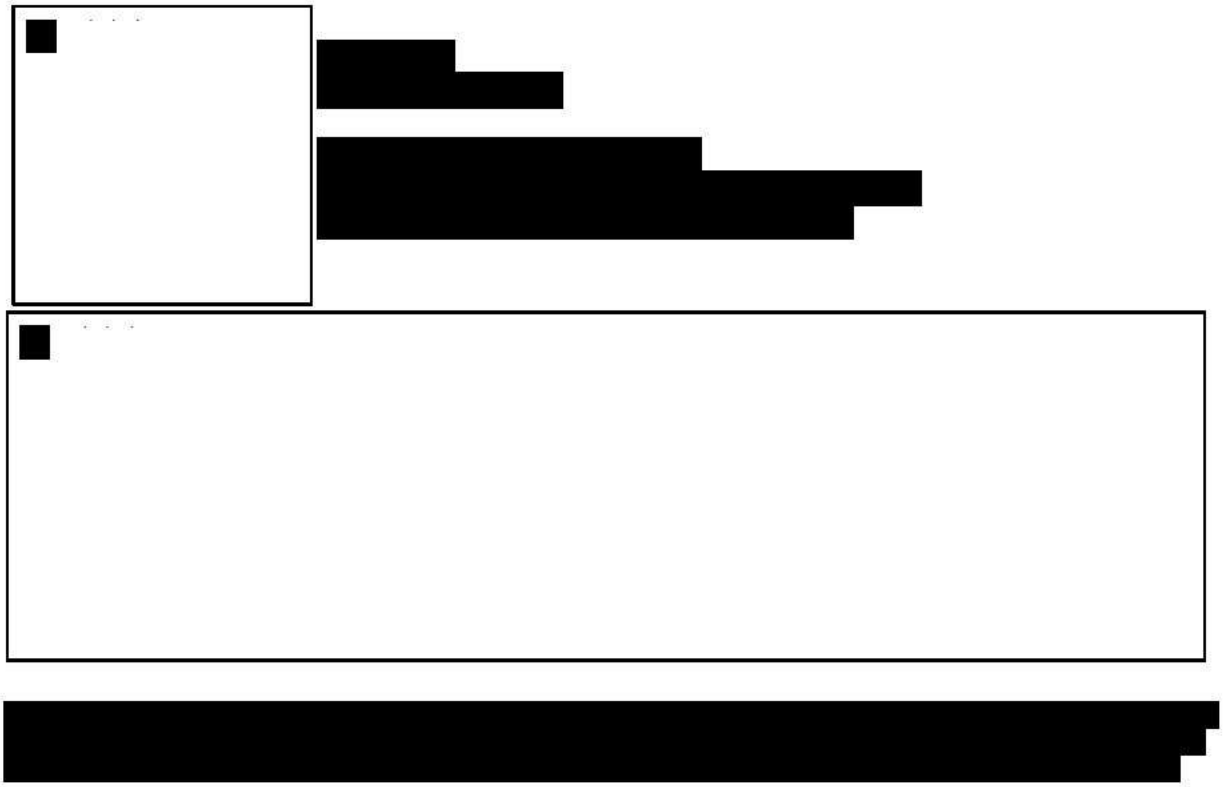
This is the current Metrolinx preferred alternative. The middle section is about Downtown Whitby. We have the largest pinch point. Their solution has the two bus lanes plus a far larger public realm on the north and slightly larger to the south. The eastbound lane remains. All that is removed is the westbound lane between Brock and Byron.

There is a lot more information but take a look.
There is no easy fix. This option will allow those stores to be accessible at the entreance (and Metrolinx will fund that). That is not possible without widening the sidewalks.

Metrolinx is close to finalizing its traffic review so there should be good evidence about traffic infiltration into the surrounding neighbourhoods - which is certainly a concern. They say that through trips through Whitby are quite low - maybe 20% of the traffic - so the impact on commuting will be minimal.

Don Mitchell, Mayor

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From: Hailey McWilliam
Sent: Thursday, March 25, 2021 3:52 PM
To: Anthony Galloro
Subject: FW: DS BRT Oshawa Staff Discussion

Track and file

From: Ranjit Gill <RGill@oshawa.ca>
Sent: Thursday, March 25, 2021 3:50 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Anthony Ambra <AAmbra@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>; Warren Munro <WMunro@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Melissa McCabe <MMcCabe@oshawa.ca>; Mike Harrington <MVHarrington@Oshawa.ca>; Patrick Lee <PLee@oshawa.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Phil Lyon <PLyon@oshawa.ca>; Michael Sluggett <MSluggett@oshawa.ca>; Lindsay Allward <LAllward@oshawa.ca>
Cc: 'Ramesh Jagannathan' <Ramesh.Jagannathan@Durham.ca>; 'Lorraine Huinink' <Lorraine.Huinink@durham.ca>; 'Lee Caragiale' <Lee.Caragiale@metrolinx.com>; 'david.dunn@durham.ca' <david.dunn@durham.ca>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; 'Oscar A Tapia' <Oscar.Tapia1@metrolinx.com>; 'Helen Deng' <Helen.Deng@metrolinx.com>; 'Mathieu Goetzke' <Mathieu.Goetzke@metrolinx.com>; 'Theresa Tran' <Theresa.Tran@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>
Subject: RE: DS BRT Oshawa Staff Discussion

Hi Margaret,

Our responses are provide in red in your email below.

Regards,

Ranjit Gill, P.Eng., PTOE, PMP, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292
RGill@oshawa.ca | **www.oshawa.ca**
"Dedicated to serving our community."

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, March 24, 2021 5:25 PM
To: Ranjit Gill <RGill@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>; Warren Munro <WMunro@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Melissa McCabe <MMcCabe@oshawa.ca>; Mike Harrington <MVHarrington@Oshawa.ca>; Patrick Lee <PLee@oshawa.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Phil Lyon <PLyon@oshawa.ca>; Michael Sluggett <MSluggett@oshawa.ca>; Lindsay Allward <LAllward@oshawa.ca>
Cc: 'Ramesh Jagannathan' <Ramesh.Jagannathan@Durham.ca>; 'Lorraine Huinink' <Lorraine.Huinink@durham.ca>; 'Lee Caragiale' <Lee.Caragiale@metrolinx.com>; 'david.dunn@durham.ca' <david.dunn@durham.ca>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; 'Oscar A Tapia' <Oscar.Tapia1@metrolinx.com>; 'Helen Deng' <Helen.Deng@metrolinx.com>; 'Mathieu Goetzke' <Mathieu.Goetzke@metrolinx.com>; 'Theresa Tran' <Theresa.Tran@metrolinx.com>; Darcy Wiltshire

<Darcy.Wiltshire@metrolinx.com>
Subject: RE: DS BRT Oshawa Staff Discussion

Hi Ranjit,
Thank you for providing the comments below following our March 5 meeting.
We are also in receipt of the comments on the draft Traffic Report provided on March 17, 2021.

In advance of the meeting on Friday, we kindly request clarification on the following items:

1. Could City staff suggest locations to add on-street parking to side streets? Based on our review, there are no opportunities to add on-street spaces on side streets within the BRT study area. Could the City also provide any insight to specific businesses that require front door loading? You are correct, there are limited opportunities remaining for on-street parking within the downtown and over the years more on-street parking is being lost due to projects. The City would be willing to discuss compensation in lieu of lost on-street parking or alternatively, we may also consider a new location or upgrades to existing off-street parking areas. As for the businesses that require front door loading, we can provide that information at a later date.
2. Please clarify the expected benefits of providing the BRT within the curb lane from the City boundary to Waverly Street? Our concerns with the centre-median bus lanes stem primarily from the introduction of 6 lanes of traffic along King Street West. As presented in our February staff report, this concern is heightened when the number of travel lanes increases to 7 or 8 at an intersection to account for left-turn or U-turn lanes. As the number of lanes increases, the quality of the streetscape may decline and the pedestrian experience is impacted negatively. In addition, staff are also concerned with the impacts of the widening on abutting properties (i.e. Union Cemetery).
    a. Note that the footprint of curbside BRT is about the same at centre-running bus lanes. Can you clarify/identify approximately how much and where plus the associated impacts?
    b. King Street with curbside BRT would include a centre raised island to manage left turns for increased safety performance. See response above to 2.
3. We have received a list of businesses from the Chamber. However, the Chamber advised that their list is not a comprehensive list of businesses/members from downtown Oshawa. The Chamber suggested the Economic Development office should have a list, could you please assist us to get a copy of the list of downtown businesses with contact information? We have received a directory of downtown business from the dissolved BIA, however we are not able to share it until Council approves formal ownership and use of the information next week. Once we get approval, we will forward the information to you.
4. Could City staff provide suggestions for tree compensation locations? The Environmental Project Report can include commitments to planting in specific locations suitable to the City. Would Metrolinx be willing to provide monetary compensation for silva cells in order for the City to replant trees in the downtown core? The cost is approximately $8,000 to $12,000 per tree. Alternatively, yes we would be able to provide alternative locations for compensation planting..
    a. We will revise the arborist report to reflect the new preliminary design concept presented on March 5. Revised tree impacts will be provided to City staff when ready. Noted. We will provide comments when we receive this report.
5. In the traffic report comments, it was noted “Existing request for the expansion of Metrolinx/DRT bus stops in the downtown has resulted in negative feedback from downtown stakeholders.” Could the City provide details of this feedback? For the DSBRT project team to better understand the concerns raised. With the recent expansion of DRT bus stop locations, we did receive negative feedback from the occupants of the condo building located at 45-50 Bond Street West and this will likely result in some of those parking stalls being reinstalled at Council this Monday. We also heard complaints from a visitor of the RS McLaughlin Armoury regarding the parking removal on Simcoe Street.
6. In the traffic report comments, it was noted “Due to LOS, queuing, delay issues, and turn restrictions at some intersections may result in traffic infiltration and speeding issues on the local road network surrounding the BRT corridor.” Could the City provide more details on where the infiltration or speeding issues are anticipated to be a concern? Our concerns are with Athol Street, Bruce Street, John Street, William Street, and Richmond Street.

We are concerned about residential cut through traffic when turn restrictions are in place at major intersections such as Bond/Stevenson, Bond/Gibbons, Bond/Simcoe.

7. .

Any information you could provide on these points will help our discussion on Friday.
Thanks in advance,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Ranjit Gill <RGill@oshawa.ca>
Sent: Monday, March 22, 2021 7:52 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Anthony Ambra <AAmbra@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>; Warren Munro <WMunro@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Melissa McCabe <MMcCabe@oshawa.ca>; Mike Harrington <MVHarrington@Oshawa.ca>; Patrick Lee <PLee@oshawa.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Phil Lyon <PLyon@oshawa.ca>; Michael Sluggett <MSluggett@oshawa.ca>; Lindsay Allward <LAllward@oshawa.ca>
Cc: 'Ramesh Jagannathan' <Ramesh.Jagannathan@Durham.ca>; 'Lorraine Huinink' <Lorraine.Huinink@durham.ca>; 'Lee Caragiale' <Lee.Caragiale@metrolinx.com>; 'david.dunn@durham.ca' <david.dunn@durham.ca>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; 'Oscar A Tapia' <Oscar.Tapia1@metrolinx.com>; 'Helen Deng' <Helen.Deng@metrolinx.com>; 'Mathieu Goetzke' <Mathieu.Goetzke@metrolinx.com>; 'Theresa Tran' <Theresa.Tran@metrolinx.com>
Subject: RE: DS BRT Oshawa Staff Discussion

Hi Margaret,

Below are some additional comments.

- It is our expectation that best efforts should be made to help improve the two identified Culvert Crossings over Oshawa creek preferably to meet the MTO hydraulic conveyance capacity requirements for the Urban Arterial road, if at all possible.
- It is also our expectation that the cost for the culvert crossing replacements should be borne by Metrolinx or a satisfactory arrangement be made with the City.
- Should Metrolinx require to implement LID measures along the proposed corridor to compensate the increase of the pavement areas caused by the DS BRT project to satisfy the provincial water quality requirements, we expect that they will pay the City for the future O & M costs in perpetuity on top of the capital cost for those LID devices.

Regards,

Ranjit Gill, P.Eng., PTOE, PMP, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292
RGill@oshawa.ca | **www.oshawa.ca**
"Dedicated to serving our community."

From: Ranjit Gill
Sent: Monday, March 22, 2021 2:53 PM
To: 'Margaret Parkhill' <margaret.parkhill@ibigroup.com>; Anthony Ambra <AAmbra@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>; Warren Munro <WMunro@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Melissa McCabe <MMcCabe@oshawa.ca>; Mike Harrington <MVHarrington@Oshawa.ca>; Patrick Lee <PLee@oshawa.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Phil Lyon <PLyon@oshawa.ca>; Michael Sluggett <MSluggett@oshawa.ca>; Lindsay Allward <LAllward@oshawa.ca>
Cc: Ramesh Jagannathan <Ramesh.Jagannathan@Durham.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; 'david.dunn@durham.ca' <david.dunn@durham.ca>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Helen Deng <Helen.Deng@metrolinx.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: DS BRT Oshawa Staff Discussion

Hi Margaret,

Thank you for providing responses to our comments in our staff report and a revised design concepts for the downtown.

Below are our comments on the revised design concepts provided in the slide deck that was presented at our March 5th meeting.

- The City appreciates Metrolinx's efforts to reduce the amount of on-street parking lost/impacted within the downtown and it is a step in the right direction. However, the City believes that the design could be further refined or alternatives could be generated to offset the amount of on-street parking lost. Metrolinx should work with the City to investigate mitigation measures for on street parking loss in the downtown, financial or otherwise (i.e. additional parking on adjacent roads, surface parking lot downtown, possibility of additional level of parking at the Oshawa Bus Terminal at 47 Bond Street West, etc.). Furthermore, it is expected that all capital costs associated with providing additional on street parking would be borne completely by Metrolinx/Region of Durham as part of project.
- The widening of the platforms along King Street is appreciated and are acceptable.
- In order to make room for the wider platforms and to reduce the loss on-street parking, some proposed right turn lanes have been eliminated. The impacts of not providing a right turn lanes are unclear. Will the traffic study be updated and the associated impacts be shared with the City?
- Between the Oshawa-Whitby boundary and Waverly Street South, the proposed design concept still shows the BRT within the centre median. Is Metrolinx willing to explore the option of providing the BRT within the curb lane?
- Discussions related to the responsibilities for future operations, maintenance and any cost-sharing expectations should to be established as soon as possible.
- The City would like to be involved and provide input into the aesthetics and architectural control of the structures that are being replaced, specifically the ones along King Street /Bond Street over the Oshawa Creek, entering and exiting the downtown.

Below are the City's responses/clarifications to the question/actions presented in your responses to our February staff report.

- Comment No 8 – It is our understanding that our Economic Development department has provided a list of contacts for businesses within the downtown. As part of the Oshawa specific consultation planned in April, all downtown businesses should be consulted on the proposed design concepts and the associated impacts their businesses and the loss of on-street parking.
- Comment No. 9 – As King Street and Bond Street are under the jurisdiction of the City of Oshawa, the City's Traffic and Parking By-laws will have to be amended to define the BRT. It is unclear who would be responsible for the maintenance and enforcement of signage and pavement markings.

- Comment No. 10 – The City would be open to collaboratively discussing alternative uses for the Oshawa Bus Terminal at 47 Bond Street West. Possible uses could include conversion for off-street parking to offset the loss of on-street parking.
- Comment No. 19 – Comments on the Arborist Report are provide below"
    - The City of Oshawa has been investing in silva cells for our trees in the Urban areas. The report does not identify these tree assets. There are 6 trees with silva cells slated for removal on Bond and two on King Street. The installation of these silva cells is approximately $8,000 to $12,000 per tree.
    - There are also 14 trees with silva cells that are identified as having "possible impacts" in the survey area. We feel it is more likely that these trees will be impacted. We would have concerns as to how close they will be digging to these "impacted" trees.
    - For street tree planting are standard is 6 cubic meters minimum per tree. The report states a 1:1 tree replacement, but will the trees still be in the downtown or will they be re-planted somewhere else?
    - Many of the identified trees are private and the residents should be advised accordingly.

Regards,

Ranjit Gill, P.Eng., PTOE, PMP, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292
RGill@oshawa.ca | **www.oshawa.ca**
"Dedicated to serving our community."

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, March 5, 2021 11:58 AM
To: Ranjit Gill <RGill@oshawa.ca>; Anthony Ambra <AAmbra@oshawa.ca>; Tom Goodeve <TGoodeve@oshawa.ca>; Warren Munro <WMunro@oshawa.ca>; Meaghan Harrington <MHarrington@oshawa.ca>; Melissa McCabe <MMcCabe@oshawa.ca>; Mike Harrington <MVHarrington@Oshawa.ca>; Patrick Lee <PLee@oshawa.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Phil Lyon <PLyon@oshawa.ca>; Michael Sluggett <MSluggett@oshawa.ca>
Cc: Ramesh Jagannathan <Ramesh.Jagannathan@Durham.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; 'david.dunn@durham.ca' <david.dunn@durham.ca>; Hopper, David <david.hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Helen Deng <Helen.Deng@metrolinx.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: DS BRT Oshawa Staff Discussion

Hi Ranjit and everyone,
Attached please find the slide deck from today's meeting regarding the Durham-Scarborough Bus Rapid Transit project, including the new design concepts on King and Bond in the downtown.
Also attached are responses to the comments contained in the February staff report. Please note we have some questions/actions seeking further clarification.

We would appreciate receiving your comments on the attached materials by Monday, March 22.

Ranjit, could you please provide a contact person from Oshawa's corporate communication team? Perhaps we can set up an initial meeting next week?

We will also prepare a summary of this morning's meeting and circulate in the next few days.
Thanks all for your time today,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

-----Original Appointment-----
From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, February 19, 2021 1:30 PM
To: Lee Caragiale; Ranjit Gill; 'david.dunn@durham.ca'; David Hopper; Hailey McWilliam (hailey.mcwilliam@ibigroup.com); Thuraisinganath, Ragavan (Ragavan.Thuraisinganath@parsons.com); Oscar A Tapia; Margaret Parkhill (margaret.parkhill@ibigroup.com); Anthony Ambra; Tom Goodeve; Warren Munro; Meaghan Harrington; Melissa McCabe; Mike Harrington; Patrick Lee; Pidenam Bodjona; Phil Lyon; Michael Sluggett; Theresa Tran; Mathieu Goetzke; Helen Deng
Cc: Ramesh Jagannathan; Lorraine Huinink
Subject: DS BRT Oshawa Staff Discussion
When: Friday, March 5, 2021 10:05 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Agenda:

- Introductions
- Key concerns
- Preliminary Design
- Consultation

Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Or call in (audio only)
+1 437-703-4197,,165617417# Canada, Toronto
Phone Conference ID: 165 617 417#
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Confidentiality: The information contained in this e-mail, including any attachments, is confidential and is intended solely for the use of the individual or entity to whom it is addressed. The contents of this e-mail may also be subject to legal privilege, and all rights of that privilege are expressly claimed and not waived. Any distribution, use or copying of this e-mail, or the information it contains, by anyone other than the intended recipient, is unauthorized and strictly prohibited. If you are not an addressee identified above, please immediately notify the sender and destroy the e-mail and any attachments without making a copy. Thank you.

[redacted]

From: Hailey McWilliam
Sent: Saturday, March 27, 2021 12:04 PM
To: Anthony Galloro
Subject: FW: Metrolinx plans

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, March 26, 2021 3:00 PM
To: [redacted]
Cc: Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: Metrolinx plans

Hello [redacted],

Thank you for taking the time to share your concerns about the impact of the Durham-Scarborough Bus Rapid Transit (BRT) project in the Town of Whitby.

We recognize and agree that Whitby has a unique downtown, and that is why we have been working closely with our partners at Durham Region and the Town of Whitby since 2019 to ensure that we understand the potential impacts to the surrounding communities. The primary goal of the project is to improve the efficiency of the transportation network by providing transit priority to make transit travel more reliable and quicker, as well as increase its capacity to meet the growing demand. It will allow for seamless connections with local transit networks, providing the residents of Durham Region more flexibility and choice to get where they need to go.

On March 16, 2021, we hosted a virtual public meeting to present the proposed North Side Pedestrian Mall design and we encouraged the community to provide their feedback. This design incorporates the feedback we received through our Public Information Centre held from November 16, 2020 – January 10, 2021 and addresses the concerns we have received to date about impacts to parking, traffic, accessibility, and cultural heritage.

With respect to adding more buses to the road, additional buses would still be mixed with regular traffic versus a dedicated centre-lane proposed under the Durham-Scarborough BRT project. As demand increases over time, there will be increased traffic congestion and delays for both buses and cars. If we create dedicated bus lanes along most of the 36 km corridor, car and truck drivers will benefit from smoother traffic flows, as vehicles will not be delayed by buses in the curb lanes. Durham Region has been investing in transit along Highway 2 gradually in recent years. The Durham-Scarborough BRT project will build on the success of the Durham Region Transit PULSE Route, which has the highest transit ridership in Durham Region; over 40% of trips along this corridor start or end along Highway 2. Shifting more trips to transit will reduce overall traffic congestion for the people who choose to drive, or need to drive for certain trips.

Thank you again for reaching out and providing your feedback. We're working hard to deliver this important project, while keeping the valuable feedback we've received to date at the forefront of the conversation. The materials presented at our March 16th public meeting are available at https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2FdsbrtLIVE&data=04%7C01%7Canthony.galloro%40ibigroup.com%7C8963a85823bd41fc745308d8f139ec1e%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637524578403079577%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=GjvZ7AbEXl69yl29Mv0Z%2Fa1vuaeFuh77wRoDgJ9F0JU%3D&reserved=0 and we would encourage you and your neighbours to share your feedback via our survey which will be available for comments until Sunday, March 28th.

Please do not hesitate to ask if you have any additional questions.

Sincerely,

JOCELYN STENNER
Community & Stakeholder Relations Specialist Toronto East – Durham Metrolinx

Original E-mail.

Good morning.
Yesterday my son and I drove to a camera shop on King St. at Park Rd. in Oshawa. We live [redacted] and took Dundas/King over to Henry's.
The trip took 20 minutes and the traffic was extremely heavy in all four lanes.
We drastically need both those lanes of traffic in each direction.
Our needs in Durham are not the same as Toronto and comparing us to them is wrong. A lot of people use transit in TO because they work and live along established transit systems. Nothing out this way is set up for pedestrians. A good example are the stores in Ajax on Kingston Road...Costco, Walmart, Canadian Tire... They are not conducive to pedestrians walking from the bus stop through the parking lot to the stores. The thought of doing a shopping trip to Costco and then loading everything on a bus is ludicrous. The established #2 highway is not the correct thoroughfare to transform into a rapid bus system.
How bout we just add some additional busses to the route and even introduce the articulated buses that are available.
Sincerely,
[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: [redacted]
Sent: Monday, March 29, 2021 1:09 PM
To: Andrew Au; [redacted]
Cc: Ian J. Brown; Margie M. Galarneau; Alan Filipuzzi; Kelly Dynes
Subject: RE: DSBRT Meeting - Follow Up

Hi Andrew,

Thank you for your e-mail.
[redacted] and I will review this as well as the development application from our next door neighbour and get back to you if we have any questions.

We will reach out to [redacted] and [redacted] to discuss with them business related matters.

Have a nice day.

Best regards

[redacted]

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: Sunday, March 28, 2021 10:06 PM
To: [redacted]
Cc: Ian J. Brown <Ian.Brown@toronto.ca>; Margie M. Galarneau <Margie.Galarneau@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>
Subject: DSBRT Meeting - Follow Up

Hi [redacted]

Nice meeting you at the DSBRT meeting last week.
As discussed, please see link below to the development application at 1830 Ellesmere Road.
http://app.toronto.ca/AIC/index.do?folderRsn=OGWTXGd7i0TKTgK000l2sQ%3D%3D

City staff is currently reviewing the development application. Please let me know if you have any comments, questions or concerns.
I have cc-ed the planner on the file, [redacted] for her information.

Also, I want to introduce you to [redacted] and [redacted] who are the economic development officers in Scarborough. They can assist with any business related questions or concerns.

Thanks,

Andrew Au
Senior Transportation Planner
City Planning
City of Toronto

416-395-7163
Andrew.Au@toronto.ca



[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:51 PM
To: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit Corridor

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.
In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: March 28, 2021 6:28 PM
To: DSBRT <DSBRT@metrolinx.com>

Subject: Durham-Scarborough Bus Rapid Transit Corridor

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from my iPhone
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:34 PM
To: [redacted]
Subject: RE: Metrolinx Proposal

Hello good evening,

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

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The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

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COMMUNITY ENGAGEMENT

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

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From: [redacted]
Sent: Sunday, March 28, 2021 4:05 PM
To: Internet, Council <council@whitby.ca>; lorne.coe@pc.ola.org
Subject: Metrolinx Proposal

[EXTERNAL EMAIL]

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:51 PM
To: [redacted]
Subject: RE: opposition to Metrolinx Whitby plan

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

METROLINX

*To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: March 28, 2021 5:34 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: opposition to Metrolinx Whitby plan

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

To whom it may concern,

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:43 PM
To: [redacted]
Subject: RE: Metrolinx concerns

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

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SAFETY

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

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-----Original Message-----
From: [redacted]
Sent: Sunday, March 28, 2021 7:59 PM

To: council@whitby.ca; lorne.coe@pc.ola.org; Don Mitchell <mayor@whitby.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; DSBRT@metrolinx.com; mdillon@durhamregion.com; David Dunn <David.Dunn@Durham.ca>
Subject: Metrolinx concerns

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Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from my iPhone
THIS MESSAGE IS FOR THE USE OF THE INTENDED RECIPIENT(S) ONLY AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, PROPRIETARY, CONFIDENTIAL, AND/OR EXEMPT FROM DISCLOSURE UNDER ANY RELEVANT PRIVACY LEGISLATION. No rights to any privilege have been waived. If you are not the intended recipient, you are hereby notified that any review, re-transmission, dissemination, distribution, copying, conversion to hard copy, taking of action in reliance on or other use of this communication is strictly prohibited. If you are not the intended recipient and have received this message in error, please notify me by return e-mail and delete or destroy all copies of this message.

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[redacted]

From: Hailey McWilliam
Sent: Sunday, March 28, 2021 4:18 PM
To: Anthony Galloro
Subject: FW: Downtown Whitby Metrolinx Project

Track and file

From: [redacted]
Sent: Sunday, March 28, 2021 4:15 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: Downtown Whitby Metrolinx Project

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No trees were harmed in the posting of this message...however an extraordinarily large number of electrons were horribly inconvenienced.

[redacted]

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:41 PM
To: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit Corridor

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

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-----Original Message-----
From: [redacted]>
Sent: March 28, 2021 4:11 PM
To: Lorraine Huinink <Lorraine.Huinink@durham.ca>

Subject: Durham-Scarborough Bus Rapid Transit Corridor

> Hello everyone,
>
> I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.
>
> I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.
>
> I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
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>
> Thank you for your time!
>
> [redacted]
>
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:47 PM
To: [redacted]
Subject: RE: Downtown Whitby Bus Project

Hello Daniel,

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

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From: [redacted]
Sent: March 29, 2021 9:21 AM
To: minister.mto@ontario.ca; CEO (Metrolinx) <CEO@metrolinx.com>; Chair of Metrolinx <Chair@metrolinx.com>; lorne.coe@pc.ola.org
Cc: Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; Premier@ontario.ca; chair@durham.ca
Subject: Downtown Whitby Bus Project

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning,

To those elected to represent the people of Whitby in the Ontario Legislature, I am sending this email as a reminder that in just over a year, your seat in the Legislature may not be as safe as you think. There is growing concern over the lack of transparency and accountability of this project. To my MPP, you remain silent on this as the constituents you are meant to serve are opposing this. Perhaps you should make a stand and try to convince your Cabinet member to go back to Metrolinx and not block all lanes in any direction on a major artery. What purpose do you serve if you just tow party lines at any cost? To the Minister and Metrolinx, more accountability is necessary when there is such vocal opposition to designs.

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.

There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

Regards,

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:35 PM
To: [redacted]
Cc: Internet, Council; Lorne Coe M.P.P.; Chair of Metrolinx; CEO (Metrolinx); minister.mto@ontario.ca; Premier@ontario.ca; Internet, Mayor
Subject: RE: Metrolinx through downtown Whitby

Hi [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,
JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: Monday, March 29, 2021 9:02 AM
To: Internet, Council <council@whitby.ca>; "Lorne Coe M.P.P." <lorne.coeco@pc.ola.org>; chair@metrolinx.com; ceo@metrolinx.com; minister.mto@ontario.ca; Premier@ontario.ca; Internet, Mayor <mayor@whitby.ca>
Subject: Metrolinx through downtown Whitby

[EXTERNAL EMAIL]

Do we really need to destroy our town in the name of public transit, should this not be a vote by the people of Whitby.
It seems like this is getting pushed through without a study of the people for the people.
I have only heard of this by word of mouth from my neighbours as the same way they did and I find it appalling but not surprised that government doesn't take the people into consideration unless it's in there favor. I'm one vote but I am a vote FYI.
I say the downtown is fine the way it is, not like these buses are full going down the road. I guess it's projects like this that cost tax payers more money than it should.
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Tuesday, March 30, 2021 8:26 AM
To: Anthony Galloro
Subject: FW: Metrolinx Rapid Transit - looking for information?

Track and file

From: [redacted]
Sent: Monday, March 29, 2021 5:30 PM
To: council@whitby.ca; Lorraine.huinink@durham.ca; DSBRT@metrolinx.com; mdillon@durhamregion.com
Cc: lorne.coe@pc.ola.org; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; bobbaker4whitby@gmail.com; s.weir@pc.ola.org; mike.anton@pc.ola.org
Subject: Metrolinx Rapid Transit - looking for information?

Good afternoon all,

I live [redacted] and have a Go transit/Metrolinx parking lot on my street. It's unused. Read: no one uses it. I see 3 buses travel up my street in the morning and witness an empty bus each time. And at the end of the day, I see 3 empty buses return during evening "rush hour". Empty. 6 buses daily... empty. The timing of this project makes no sense to me when you currently have wasted transportation and therefore wasted tax payer dollars.
Why are we rushing this project? Why are you in a hurry to get folks through Whitby? Why can't Whitby be a town of prosperity and growth? Why must it be a public transit pass-through perpetuating the old notion of it being a "bedroom" community?

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

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must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project.

As previously stated by other likeminded residents who have reached out to you, I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

We all want Whitby to prosper and grow into a viable community that attracts tourism and business alike.

Thank you for your time. I look forward to your response on this.

Take care,

[redacted]

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:45 PM
To: [redacted]
Subject: RE: Opposition to Metrolinx Proposal

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.

In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

From: [redacted]
Sent: Monday, March 29, 2021 8:08 AM
To: council@whitby.ca
Subject: Opposition to Metrolinx Proposal

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Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.



Sent from my iPhone
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:42 PM
To: [redacted]
Subject: RE: No to Metrolinx

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

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The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

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COMMUNITY ENGAGEMENT

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Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

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-----Original Message-----
From: [redacted]
Sent: Monday, March 29, 2021 9:57 AM

To: Council <council@whitby.ca>; Lorne C <lorne.coe@pc.ola.org>; Don Mitchell <mayor@whitby.ca>; Lorraine Huinink <Lorraine.Huinink@durham.ca>; DSBRT <DSBRT@metrolinx.com>; Moira <mdillon@durhamregion.com>; David Dunn <David.Dunn@Durham.ca>
Subject: No to Metrolinx

Hello everyone,

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

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With appreciation.....

[redacted]

Sent from my iPhone
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:33 PM
To: [redacted]
Subject: RE: Metrolinx

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HERITAGE

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: March 30, 2021 10:35 AM
To: [redacted]

Subject: Metrolinx

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

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Regards,

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:32 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Leave Downtown Whitby alone

Hello [redacted],

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Theresa

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Metrolinx

METROLINX

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From: [redacted]
Sent: March 30, 2021 11:06 AM
To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Leave Downtown Whitby alone

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[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:38 PM
To: [redacted]
Subject: RE: Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

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Theresa

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Metrolinx

METROLINX

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From: [redacted]
Sent: March 30, 2021 9:58 AM
To: Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; premier@ontario.ca; minister.mto@ontario.ca
Subject: Re: Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

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Oops - hit send to soon.

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The original 2019 proposal was to have 6 lanes through our community to now having 1 vehicular lane in our downtown - defying their original rationalization, data and the argument for the number of lanes.

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as a whole and I trust that you will reconsider its current trajectory.

Sincerely,
[redacted]

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Sent: March 30, 2021 9:55 AM
To: Lorraine.huinink@durham.ca <Lorraine.huinink@durham.ca>; DSBRT@metrolinx.com <DSBRT@metrolinx.com>; mdillon@durhamregion.com <mdillon@durhamregion.com>; David.dunn@durham.ca <David.dunn@durham.ca>; premier@ontario.ca <premier@ontario.ca>; minister.mto@ontario.ca <minister.mto@ontario.ca>
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From: [redacted]
Sent: March 28, 2021 3:57 PM
To: council@whitby.ca <council@whitby.ca>; lorne.coe@pc.ola.org <lorne.coe@pc.ola.org>
Subject: Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

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Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:30 PM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

From: [redacted]
Sent: March 30, 2021 11:22 AM
To: Internet, Council <council@whitby.ca>; "Lorne Coe M.P.P." <lorne.coeco@pc.ola.org> <lorne.coeco@pc.ola.org>; Chair of Metrolinx <Chair@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>; minister.mto@ontario.ca <minister.mto@ontario.ca>; Premier@ontario.ca; Mayor@whitby.ca <Mayor@whitby.ca>; Chair@durham.ca <Chair@durham.ca>; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; Lorraine.huinink@durham.ca
Cc: ViewerContactToronto@globalnews.ca; ctvnewsgo@bellmedia.ca <ctvnewsgo@bellmedia.ca>
Subject: Metrolinx Proposal for Whitby

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To whom it may concern:

I stand with those in opposition to the Downtown Whitby portion of the Metrolinx Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well as the previous proposals. None of these proposals make sense for the residents of Whitby.

Frankly, if the Pickering and Ajax "improvements" to Highway 2 are any indication, this plan is going to lead to far more traffic problems than it addresses. I understand Metrolinx' agenda is to promote transit but you have to stop attacking vehicular traffic at the same time. People will not stop using their cars and take transit because you have made it inconvenient to drive. Alternative transit routes need to be looked at, with involvement from the communities affected, if your project stands any chance at success.

I also strongly suggest that before any more planning is done, that you take your planners and engineers and have them drive, cycle and take transit through the suggested areas so they can see first hand what they're dealing with. Too many planners and engineers do all their work from their computers and have no concept of the real-world implications of their decisions.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.
So, let us begin the process of listening to the residents who live in Whitby now. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live in Whitby, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

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[redacted]

From: Hailey McWilliam
Sent: Wednesday, March 31, 2021 9:55 AM
To: Anthony Galloro
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT
Attachments: RE: DSBRT Meeting - Follow Up

Track correspondence below and attached, please.

From: Lee Caragiale [mailto:Lee.Caragiale@metrolinx.com]
Sent: March 31, 2021 9:37 AM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Margie M. Galarneau <Margie.Galarneau@toronto.ca>; Ian J. Brown <Ian.Brown@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning [redacted],

Thank you kindly for sharing the petition and for taking the time to discuss the situation with us.
We will follow up soon to share the meeting notes and next steps.

Kind regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: March 25, 2021 3:42 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Shari[redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

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Hi Margaret and everyone,

Thank you for meeting with us today and hearing all our concerns.

Please kindly review the attachment for the signed petitions from some of our customers and employees.

If you have any questions please reach out to me.

Best regards

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, March 03, 2021 3:16 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Margaret,

Can we please get a response to this e-mail please?

Thank you

[redacted]

From: [redacted]
Sent: Tuesday, February 23, 2021 3:07 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>; Caroline Babakhanian <Caroline@breadsource.com>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Good afternoon Margaret,

I am sorry for my late response, last few days have been very busy here for us.

I will give 2 dates and you let me know which of these date would work for you and your team to meet with us here at [redacted]

- Tuesday March 2nd, 2021 at 2 pm or Tuesday March 9th, 2021 at 2 pm.

I shall wait for your reply.

Thank you

Best regards

[redacted]

From: [redacted]
Sent: Wednesday, February 10, 2021 9:53 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Good morning Margaret,

Thank you for your e-mail and your interest in meeting us in person.

We will get back to you sometimes next week to set a date to meet with you and your team.

Until then, stay well and have a nice Family Day.

Best regards

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, February 08, 2021 2:36 PM
To: [redacted]
Cc: Lee Caragiale <Lee.Caragiale@metrolinx.com>; dsbrt@metrolinx.com; Margie.Galarneau@toronto.ca; Ian.Brown@toronto.ca; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Hi [redacted],
Thanks again for meeting with us on January 28.
A couple of follow-up questions for you:
1 - During the meeting, you mentioned that you've collected more signatures. Could you please provide an updated scan of the petition? We did receive the attached version in December.
2 - We understand that you have several concerns regarding traffic and access. We would like to meet you to discuss your specific concerns in more detail.
Please let me know your availability to meet over the next couple of weeks? I will work with the team here to arrange it.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager – IBI Group

cc. Lee Caragiale, Rapid Transit Project Planning, Metrolinx

From: [redacted]
Sent: Thursday, December 10, 2020 12:22 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [redacted]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Hailey,

We have completed the online survey and we just wanted to make sure that you get a copy of it as well all the petition signatures that we have here to submit for our cause.

Please kindly confirm that you have received our e-mail.

Thank you

Best regards

[redacted]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: Tuesday, December 08, 2020 3:45 PM
To: DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>
Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, September 30, 2020 3:14 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David
Cc: Alan Filipuzzi; Sarah Chowdhury; [redacted] Carmen Rapati; Darcy Wiltshire; Flavia Santiago
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session

When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for an information session on the Durham-Scarborough Bus Rapid Transit project.
We want to hear from businesses along Ellesmere Road to understand your needs and concerns.
Friday, October 9 from 8:30 a.m. to 9:30 a.m.

The purpose of the meeting is to provide an overview of the project, present the preferred preliminary design for feedback, and to discuss the needs of Ellesmere Road businesses.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at: www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng
IBI Group

Join Microsoft Teams Meeting

+1 647-749-7500 Canada, Toronto

Conference ID: 611 932 242#

Local numbers | Reset PIN | Learn more about Teams | Meeting options

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:29 PM
To: [redacted]
Subject: RE: I'm opposed to the Downtown Whitby "Traffic Mall"

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.
In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: March 31, 2021 9:31 AM
Subject: I’m opposed to the Downtown Whitby “Traffic Mall”

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Hello

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:28 PM
To: [redacted]
Subject: RE: Opposition to Metrolinx plan for downtown Whitby

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: March 31, 2021 4:57 PM
To: mayor@whitby.ca

Cc: council@whitby.ca; lorne.coe@pc.ola.org; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; Minister.mto@ontario.ca
Subject: Opposition to Metrolinx plan for downtown Whitby

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Dear Mayor Mitchell,

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.

There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

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[redacted]

From: [redacted]
Sent: Wednesday, March 31, 2021 3:27 PM
To: Lee Caragiale
Subject: Permission to Enter to Complete Noise and Vibration Measurements at [redacted], Scarborough

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Hi Lee,

We received a request from Metrolinx requesting permission to enter our property at [redacted] to complete noise and vibration measurements...

Before we give our consent, can you please advise us if there will be any digging involved? Also, how big is the measurement device? If you can send us a photo of this device, it would be appreciated. Thanks!

Regards,

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:09 PM
To: [redacted]
Subject: RE: Metrolinx

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.

In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

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We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: Thursday, April 1, 2021 4:28 PM
To: Internet, Council <council@whitby.ca>; lorne.coe@pc.ola.org; Internet, Mayor <mayor@whitby.ca>; Lorraine.huinink@durham.ca; DSBRT@metrolinx.com; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Metrolinx

[EXTERNAL EMAIL]

Dear leaders with a conscience,

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the

Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

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Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from my iPhone

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[redacted]

From: Hailey McWilliam
Sent: Tuesday, April 6, 2021 1:44 PM
To: Anthony Galloro
Subject: FW: Comments on the Proposed Durham-Scarborough Bus Rapid Transit Corridor Project - Impact on Whitby
Attachments: Durham-Scarborough Bus Rapid Transit Feedback

Please add to politician folder.

Hailey McWilliam MCIP, RPP
A Message from IBI Group's CEO on COVID-19: https://www.ibigroup.com/covid19-response

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61208 fax +1 416 596 0644

[redacted]

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From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Tuesday, April 6, 2021 1:42 PM
To: lorne.coe@pc.ola.org
Cc: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Comments on the Proposed Durham-Scarborough Bus Rapid Transit Corridor Project - Impact on Whitby

Hello MPP Coe,

We've responded directly to [redacted] inquiry below. Please see attached for your reference and records.

Please let us know if you need anything further.

Kindest regards,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: April 2, 2021 9:52 AM
To: [redacted]
Cc: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; lorne.coe@pc.ola.org; Old Whitby Neighbourhood Association <rabaker62@me.com>; gregbaker044@gmail.com; janina.stanis@gmail.com; CouncilMembers <CouncilMembers@whitby.ca>; Lee, Mandy <leem@whitby.ca>; Ellis, Heather <ellish@whitby.ca>; Gaskell, Matthew <GaskellM@whitby.ca>; Beale, Suzanne <Beales@whitby.ca>; Saunders, Roger <saundersr@whitby.ca>; Lorraine Huinink <lorraine.huinink@durham.ca>
Subject: Re: Comments on the Proposed Durham-Scarborough Bus Rapid Transit Corridor Project - Impact on Whitby

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Thank you for your email.
I share your concerns about negative impacts and about the need for a broad community consultation. Whitby council adopted a resolution on Monday asking our town staff to work with Metrolinx to support a broader community engagement. This BRT project has been underway for many years in Ajax and Pickering but the focus now is on the Whitby section and our downtown is the narrowest and most difficult pinch point. Our staff reported on the first Metrolinx option back in December 2019. Metrolinx was asked to go back and develop options that supported our council goal of a safe, walkable and vibrant downtown.

I believe we share the same goals: a wider public space through the core of Downtown Whitby between Byron and Brock to support safety, walkability, accessibility and business prosperity in the core; the continued success of businesses along Dundas outside of the core; good transit service and minimal traffic infiltration or impact on the adjacent heritage neighbourhoods and parallel streets - like Mary. It is not an easy solution given that we only have four lanes and our sidewalks are very narrow but we are getting closer and I am confident that, working together, we can get there.

I have called a special meeting of council for April 22nd to discuss this project. Our Town staff will be providing an update and representatives from Metrolinx and BRT will be there to answer questions and provide information.

All my best,

Don Mitchell, Mayor

> On Apr 1, 2021, at 7:59 PM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
> April 1, 2021
>
> To:
> M. Goetzke, VP Planning, Metrolinx
> (also submitted via the Metrolinx Durham-Scarborough BRT Project Website)

cc:
Mayor and Council, Town of Whitby
MPP Lorne Coe
Old Whitby Neighbourhood Association
DCC84 Board of Directors (Representing residents of [redacted]

Dear Mr. Goetzke,

I am writing to share my strong opposition to the proposed Metrolinx BRT project through Whitby and my concerns regarding the lack of meaningful community engagement undertaken by Metrolinx to date.

I am a resident of Whitby and owner of property at [redacted]. From a personal perspective, I am deeply concerned about the impact the proposed changes will have on the traffic volume along my residential street (as drivers along Hwy 2 will be forced to re-route along [redacted]) not to mention the negative impact this will undoubtedly have on property value - literally steps from our front porch (and my neighbours' homes) will be a major Regional thoroughfare with unbearable noise, pollution, loss of privacy, etc. And from a community perspective, I am concerned for the negative impact the plan will have on access to downtown Whitby businesses as well as our overall community character. The proposed plan will result in significant negative impacts for our community and is unacceptable.

First, a little about myself and my experience with Metrolinx's engagement and consultation efforts to date...
I consider myself to be an "informed community member." I regularly follow Regional and Local council; read and listen to Durham Region local media outlets; and follow the social media platforms of numerous community organizations. Basically, if it's happening in Durham Region, I likely know about it. So, imagine my surprise when late in 2020 I was informed (by an acquaintance) about the Metrolinx proposal; and more surprisingly, that it had been "under review and discussion" for some time between Metrolinx and Whitby Council. And yet, as an engaged community member and resident who stands to be DIRECTLY IMPACTED by the project, I had heard nothing about it.

Once I learned of the project, I participated in Metrolinx's virtual public information session in December 2020, completed the on-line survey to share my concerns and questions, and provided my contact information - presuming that I would then be included on some sort of mailing list for future communications.

However, I have just learned that an additional public information session was held a couple of weeks ago - however, I had no knowledge of this recent session and was not informed about it by Metrolinx or through any Town of Whitby communications, so I did not participate. I understand participation at this session was very low, so clearly, I was not the only community member unaware of this opportunity. How could I not know about this session, especially after I participated in a previous session and clearly indicated my interest?

A second point about myself...

Prior to my recent retirement, for decades my profession was a community/stakeholder relations and communications practitioner for a large organization. I have led community engagement and consultation programs in support of numerous projects and large environmental assessments in Durham Region. I understand the definition of "meaningful engagement" and also know how to proactively reach residents in Durham. The efforts undertaken by Metrolinx to reach residents in Whitby to date have been woefully inadequate. Based on my recent experience, it seems that Metrolinx has gone out of their way to NOT inform or seek input from the community.

The only acceptable path forward is for Metrolinx to go back to the beginning of the community engagement and consultation process and:

• Undertake wide-spread communication to all of the Whitby community to increase awareness of the project, in particular, targeted towards residents and businesses who are most likely to be impacted;
• Ensure community members are informed in a timely manner about the opportunities to participate in information sessions and provide their thoughts and perspectives on the project;
• Incorporate community member feedback in the development of new project options that will better balance the perspectives of the community with future transit needs, to achieve an acceptable path forward.

In closing, I want to share that what attracted us to purchase a home in the downtown core of Whitby was the opportunity to enjoy a "walkable" lifestyle; in addition, we love the community character of the area. However, the Metrolinx plan stands to destroy not only the community character but the very businesses that we want to walk to in the neighbourhood.

I acknowledge that a sound public transit plan is an important part of supporting any livable community and would welcome improvements to local transit in our community, which I believe are needed. However, the BRT plan is not a viable solution and will have a significant negative and irreparable impact on residents and businesses in our community.

Sincerely,



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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, April 5, 2021 2:45 PM
To: [redacted]
Cc: Theresa Tran
Subject: Durham-Scarborough Bus Rapid Transit Feedback

Good afternoon [redacted]

Thank you for writing to Vice President of Planning, Mathieu Goetzke with your concerns and feedback about the impact of the proposed Durham-Scarborough Bus Rapid Transit Project (BRT) in the Town of Whitby.

We want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough BRT project to the surrounding communities, there are community members who feel their voice has not been heard. We know the community expects a higher level of engagement and we are committed to fostering open, consistent and transparent dialogue with the community as we work to move this important transit project forward.

Over the last several years our technical experts have explored a variety of options for downtown Whitby. Based on feedback from the community, stakeholders and elected officials throughout several rounds of public engagements from the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall to the newly proposed North Side Pedestrian Mall.

The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane, as well as reducing the length of detour required for westbound motorists through the downtown centre. The North Side Pedestrian Mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street and three meters wider at Byron Street. This will provide opportunity for patios, outdoor displays and various streetscaping elements, which will further bolster activity in Whitby's unique and lively downtown. We're working closely with the Town of Whitby and its Heritage Whitby Advisory Committee to ensure we are designing a project that will provide the most benefits to the existing heritage elements. We want the Whitby community to continue to be proud of the unique downtown long after this important transit project is constructed.

We will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and what we have heard from various stakeholders, elected officials and our municipal and regional partners. Looking ahead, we will be establishing Community Liaison Committees (CLCs) that will meet regularly throughout the project and will include stakeholders such as local residents, business associations and other important organizations along the corridor who we will look to for feedback and valuable insight as move through the project lifecycle.

We have added you to our Durham-Scarborough Bus Rapid Transit (BRT) project mailing list and Durham Region regional e-newsletter where we share information about upcoming community engagements planned for the Durham-Scarborough BRT project, and the wider region. Our most recent virtual public engagements for Whitby residents were held on January 7th and March 16th, 2021 – both presentations and further information about the project can be found on Metrolinx Engage.

We thank you again for your comments and are looking forward to future virtual engagements with the community, as well as the fourth public information session which will be part of our Transit Project Assessment Process (TPAP) slated for Summer 2021. We will be exploring various communications mediums to ensure that everyone who wants to share their thoughts with us during future engagements can do so.

Sincerely,

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:13 PM
To: [redacted]
Subject: RE: Whitby Residents Opposing Metrolinx Rapid Transit Project Public

Hello [redacted]

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

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Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

METROLINX

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From: [redacted]
Sent: Tuesday, April 6, 2021 3:35 PM
To: Internet, Council <council@whitby.ca>; lorne.coe@pc.ola.org; Internet, Mayor <mayor@whitby.ca>; Lorraine.huinink@durham.ca; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Whitby Residents Opposing Metrolinx Rapid Transit Project Public

[EXTERNAL EMAIL]

To whom it may concern,

[redacted] is the author of statement below and has given other concerned citizens his permission to use it. But be clear, I am not in favour of the Preliminary Design and EA/TRAP for the Durham-Scarborough Bus Rapid Corridor.

As a Whitby Resident for the last six years, I am increasingly concerned by the types of developments that are being endorsed by those with the power to vote on such matters. The over densification of the waterfront along with this project are just two examples of the poor decisions being made and which will quite simply ruin all that Whitby has to offer. I hope that this matter can be reassessed and stopped before it is too late to correct yet another short-sighted and damaging decision.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:15 PM
To: Internet, Mayor
Cc: Theresa Tran
Subject: RE: Whitby Residents Opposing Metrolinx Rapid Transit Project Public
Attachments: RE_ Whitby Residents Opposing Metrolinx Rapid Transit Project Public.pdf

Hello Mayor Mitchell,

Please see our response to [redacted] attached for your records. Please let us know if you need anything further.

Best,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here***

From: Internet, Mayor <mayor@whitby.ca>
Sent: April 6, 2021 4:17 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>; Lorraine.huinink@durham.ca; mdillon@durhamregion.com; David.dunn@durham.ca; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Whitby Residents Opposing Metrolinx Rapid Transit Project Public

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Thank you for your email.
I share your concerns about negative impacts and about the need for a broad community consultation. Whitby council adopted a resolution last Monday asking our town staff to work with Metrolinx to support a broader community engagement. This BRT project has been underway for many years in Ajax and Pickering but the focus now is on the Whitby section and our downtown is the narrowest and most difficult pinch point. Our staff reported on the first Metrolinx option back in December 2019. Metrolinx was asked to go back and develop options that supported our council goal of a safe, walkable and vibrant downtown.

I believe we share the same goals: a wider public space through the core of Downtown Whitby between Byron and Brock to support safety, walkability, accessibility and business prosperity in the core; the continued success of businesses along Dundas outside of the core; good transit service and minimal traffic infiltration or impact on the adjacent heritage neighbourhoods and parallel streets - like Mary. It is not an easy solution given that we

only have four lanes and our sidewalks are very narrow but we are getting closer and I am confident that, working together, we can get there.

I have called a special meeting of council for April 22nd to discuss this project. Our Town staff will be providing an update and representatives from Metrolinx and BRT will be there to answer questions and provide information.

All my best,

Don Mitchell, Mayor

From: [redacted]
Sent: Tuesday, April 6, 2021 3:35 PM
To: Internet, Council <council@whitby.ca>; lorne.coe@pc.ola.org; Internet, Mayor <mayor@whitby.ca>; Lorraine.huinink@durham.ca; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Whitby Residents Opposing Metrolinx Rapid Transit Project Public

[EXTERNAL EMAIL]

To whom it may concern,

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:19 PM
To: [redacted]
Subject: RE: Whitby Residents Opposing Metrolinx Rapid Transit Project

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EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

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Sent: April 6, 2021 9:40 AM
To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Whitby Residents Opposing Metrolinx Rapid Transit Project

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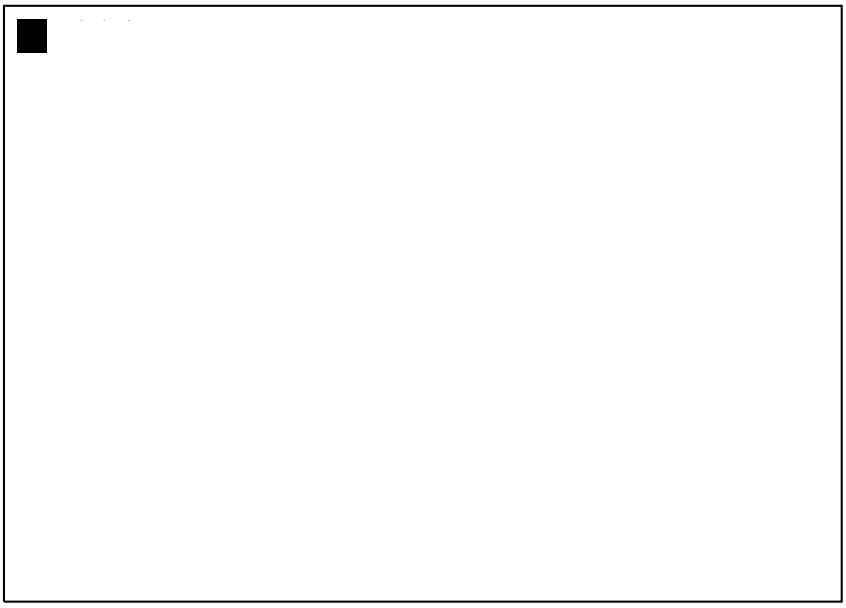
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[redacted]

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Sent: Friday, April 16, 2021 5:20 PM
To: [redacted]
Subject: RE: Downtown Whitby

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Senior Manager | Community Engagement – Durham Metrolinx

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Sent: April 6, 2021 7:08 AM

To: lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; council@whitby.ca
Subject: Downtown Whitby

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:17 PM
To: [redacted]
Subject: RE: Oppose Metrolinx RTP

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Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: April 6, 2021 10:00 AM

To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Oppose Metrolinx RTP

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

council@whitby.ca
lorne.coe@pc.ola.org
mayor@whitby.ca
Lorraine.huinink@durham.ca
DSBRT@metrolinx.com
mdillon@durhamregion.com
David.dunn@durham.ca

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from my iPhone
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:46 PM
To: [redacted]
Cc: premier@ontario.ca; marc.garneau@parl.gc.ca; caroline.mulroney@pc.ola.org; council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; David.dunn@durham.ca; DSBRT; mdillon@durhamregion.com; Chair of Metrolinx; CEO (Metrolinx)
Subject: RE: Plan to reroute Whitby downtown traffic through residential neighbourhoods is a safety and noise NIGHTMARE !!

Hi [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: April 7, 2021 11:19 AM
To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; David.dunn@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; Chair of Metrolinx <Chair@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>
Cc: premier@ontario.ca; marc.garneau@parl.gc.ca; caroline.mulroney@pc.ola.org
Subject: Plan to reroute Whitby downtown traffic through residential neighbourhoods is a safety and noise NIGHTMARE !!

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Dear Durham/Whitby officials and Metrolinx leaders;

I am very concerned about the design of the changes to downtown Whitby and the proposed Metrolinx transit mall shutting down traffic going both ways on Dundas Street, a main but small artery through our city. Dedicated bus lanes are one thing, but traffic should still continue to flow both east and west along Dundas to avoid dangerous traffic through the side streets.
The proposed plan to close the road and reroute traffic from Dundas St. through the residential neighbourhoods is a NIGHTMARE ! It will mean all kinds of increased traffic through side streets around the core and be a safety issue that a few speed bumps will not contain. It will be noisier, have more pollutants at our doorstep and it will make trips longer for drivers who now have to drive around 4 corners, causing more speeding, stop-sign running and dangerous driving on our neighbourhood streets. Do YOU want be accountable if someone gets hit ?
I understand that you are looking for improvements to pedestrian access and public transit, but it shouldn't be at the expense of the people who live nearby - we are not acceptable collateral damage!
In addition, the parameters have changed since your traffic studies were done and assumptions may no longer apply. The pandemic has changed the commuting volumes and many believe the volumes originally forecast will not materialize, reducing the need for public transit and negating the need for a transit mall altogether, or at the very least the size required.
I ask that you please look at doing a new traffic volume study/projections, create new alternatives and do more consultations with downtown area residents, community leaders and associations to come up with a plan that works for all. There have to be other options that don't endanger our citizens and our neighbourhoods.
Please respond to this email with what you will do to update your studies and have the appropriate consideration, input and engagement with the downtown area residents who would be affected by this plan before you proceed.

Thank you.
[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:06 PM
To: [redacted]
Subject: RE: Whitby Transit

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.
In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham Metrolinx

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-----Original Message-----
From: [redacted]
Sent: April 7, 2021 10:43 AM

To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Whitby Transit

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So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Monday, April 12, 2021 2:17 PM
To: Anthony Galloro
Subject: FW: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, April 12, 2021 2:16 PM
To: [redacted]
Subject: RE: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

Hello [redacted],

We apologize for the delay in responding. Since our most recent public engagements, there have been numerous emails and queries that the design team has been working through.

The proposed parking lot expansion at Byron Street N and Elm Street is at the preliminary design stage. The project team is aware that there are loading and access requirements, along with existing agreements for the businesses fronting on Dundas Street that will need to be addressed as the design is advanced.

The design team will be discussing specific requirements with each business and land owner to develop the design concept and review operations.
We believe that the parking strategy we have identified can work, and we look forward to discussing the details with the commercial and residential tenants as the project moves forward.

The parking lot design concept will begin after the environmental project report (EPR) is completed, later this year or next year.

We hope this information is helpful. Please let us know if you have any other questions.

Kind regards,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: April 8, 2021 4:39 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Fwd: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

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Hi. I am following up on my email below. I received an automated response saying I would be contacted in 10 business days; however, I have not received an email or phone call. Can you please provide an update?.

Thanks in advance.

[redacted]

---------- Forwarded message ---------
From: [redacted]
Date: Fri, 19 Mar 2021 at 17:27
Subject: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion
To: <dsbrt@metrolinx.com>

Hi, I attended the meeting on Thursday, where David Hopper presented to the Downtown Whitby Development Steering Committee (DWDSC) the preferred design for downtown Whitby. On page 22 of the presentation is a proposed parking lot expansion. I am the owner of [redacted] which currently has an agreed to easement access to the back of the building for commercial deliveries, parking and residential parking. After review of the proposed expansion plan, it appears that this easement no longer exists. If this is the case I am raising this as a major concern for both the commercial and residential tenants. Please advise as to who best to discuss this proposed plan and how the easement will be maintained.

Thanks in advance.

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 11, 2021 2:37 PM
To: Margaret Parkhill; Marianne Alden
Cc: Lauren Wilcox; Hopper, David; Kristin Demasi; Theresa Tran
Subject: FW: Alternative Route

Hi Margaret/Marianne,

Please see below from property owner [redacted] to Christy Chrus, Town of Whitby.

Is there something we can share with [redacted] directly versus waiting for Christy to jump in on the thread?

Thanks!

JS

-----Original Message-----
From: [redacted]
Sent: April 12, 2021 2:02 PM
To: DSBRT <DSBRT@metrolinx.com>; Christy Chrus <ChrusC@whitby.ca>
Subject: Alternative Route

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Christy I hope your doing well. Can you please send our position and or confirm the relevant contact's for all interested parties in regards to the decision making process f the logistics infrastructure. We have reviewed the proposal for the westbound traffic movement from Brock St along Mary St W. and have some serious concerns as do our [redacted] tenants. First of all we are in high need of extra parking spaces and we will have no flexibility of losing any parking space in front of the retail stores along Mary St. We are in favour of improving the logistics for our community and realize that the ingress or egress can be much easier achieved by utilizing Elm St which is a one way Westbound road at present. In that scenario it is important to mention that we are relying on the present parking spaces along Elm St as well and do not support any reduction in the number of parking space available. Please let me know how we can proceed, regards [redacted]

Sent from my iPhone
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Tuesday, April 13, 2021 3:15 PM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit - Whitby Feedback - on behalf of OWNA
Attachments: OWNA - MetroLinx Feedback v23.03.2021.pdf

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, April 13, 2021 3:14 PM
To: [redacted]
Cc: Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit - Whitby Feedback - on behalf of OWNA

Hello [redacted],

We want to thank you for writing to our Vice President of Community Engagement, Rajesh Khetarpal and Vice President of Planning, Mathieu Goetzke with your concerns and feedback about the impact of the proposed Durham-Scarborough Bus Rapid Transit Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Olde Whitby Neighborhood Association (OWNA) and the larger community as we work to move this important transit project forward. We'd be pleased to meet with you virtually next week.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while further reducing the negative impacts that the community has expressed concern for, such as traffic diversion.

Going back to the origins of this project, The Big Move and the 2041 Regional Transportation Plan reviewed and assessed the transportation needs of various corridors, in the Greater Toronto and Hamilton Area (GTHA) including Durham Region, which included Taunton Road and Bayly/Victoria Street. Taunton Road and Bayly/Victoria Street were identified in the 2041 Regional Transportation Plan for priority bus service. Ellesmere Road and Highway 2 was identified and selected for Bus Rapid Transit as it provides unparalleled connectivity to existing downtowns and future urban growth centres, major post-secondary institutions, and builds on the investments by Durham Region to date in the PULSE service. The corridor is expected to attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities and employment across the Toronto and Durham boundary. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2.

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips. Dedicated bus rapid transit lanes coupled with smarter traffic signals at signalized intersections increases the efficiency of traffic operations for both transit and automobiles. Along most of the corridor, motorists will benefit from smoother traffic flows as vehicles will not be delayed by buses in the curb lanes. Transit riders will benefit from having consistent two-way service every five minutes and will have the benefit of increased connectivity with the existing regional transportation network to get where they need to go faster.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by upgrading the sidewalk and improving accessibility into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Many traffic-calming measures are available to protect the safety of local residents, including speed humps, signals, signs, minimizing road corner radii. We are continuing to work with Town of Whitby to identify further strategies to mitigate impact to the surrounding communities.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements. Within the Town of Whitby, sixty-six properties have been identified along Dundas Street as having potential or known cultural heritage resources. These were considered during the design process and design refinements were made to avoid impacting cultural heritage features. The current preliminary design has the potential to directly impact up to seven sites with potential or known cultural heritage resources. Two of these resources are the bridge over Pringle Creek and the CP Rail bridge. We are continuing to complete additional cultural heritage studies to confirm the type and extent of potential impacts. Cultural heritage is important to Metrolinx and the province, and as part of the Transit Project Assessment Process, cultural heritage assessments, potential impacts and mitigation strategies are reviewed by the Ministry of Heritage, Sport, Tourism and Culture Industries. We will continue to work with the Town of Whitby staff and Heritage Whitby to develop mitigation strategies. With regards to green spaces, we'd be pleased to have our subject matter expert(s) speak to OWNA's concerns when we meet virtually. The conclusions of the environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.

COMMUNITY ENGAGEMENT

We're working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners. Once funding is secured, and we move into the detailed design phase we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project and will include stakeholders such as local residents, community associations, business associations and other important organizations along the corridor to provide Metrolinx and our constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We would be pleased to invite you both to sit on the Whitby CLC and will be reaching out once the committee has been established. In the meantime, we are also planning more localized community engagements in the near future – once the dates have been confirmed we will be sure to inform the OWNA.

Again, we want to thank you for your meaningful feedback. We look forward to working with the OWNA throughout the phases f this project which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN

Senior Manager | Community Engagement – Durham
Metrolinx

*To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter **here**.*

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Old Whitby Neighbourhood Association

Attn: MetroLinx (Rajesh Khetarpal, VP Community Engagement; Mathieu Goetzke, VP Planning)
Subject: OWNA Feedback on the Proposed Durham-Scarborough Bus Rapid Transit Corridor
Date: March 23rd, 2021

Sent on behalf of the Old Whitby Neighbourhood Association (OWNA)

OWNA exists to represent the local residents in the historical neighbourhoods surrounding Downtown Whitby. The primary objectives of OWNA are to provide a collective voice for its residents to ensure:

- Safety for its residents / families
- Preservation of the heritage and historical features of Downtown Whitby and its homes
    - Including heritage building preservation, green space / mature trees and traffic flows
- A strong sense of community by promoting Downtown as a destination for living, doing business, making social connection and giving back

After attending the community sessions on March 16th (MetroLinx's Whitby public engagement session) and the March 18th (Downtown Whitby Steering Committee), OWNA would like to express its significant concerns with the current proposed design. While we appreciate MetroLinx's collaborative process, we can confirm that the outreach to date has been primarily focused on business associations and as a result, local resident awareness is very low – we raise this as a concern for MetroLinx, Durham Region and the Town of Whitby, as we can guarantee they will all face considerable resident pushback as the proposal's awareness increases. It is still not clear why Rossland, Taunton or Baseline Rd. (Victoria) have not been more seriously considered as alternatives through Whitby, as these roads are clearly more structured for this type of project and still support (and perhaps enhance) Metrolinx's objectives. That being said, we'll focus our feedback primarily on the current proposal due to the immediacy of this feedback period.

From both presentations, it is clear in both the content and Q&A responses that MetroLinx's primary, and almost exclusive, objective for the program is having 2 dedicated bus lanes to ensure expedient travel from end-to-end. While this is understandable as a rapid bus transit objective, the current proposal raises major safety, heritage and community issues for Downtown Whitby, its businesses and residents:

Safety

- Having no continuous car lane from the West, ensures that 100% of Westbound traffic will flow into the local neighbourhoods (not just on Mary St. and Dunlop St.)
    - These neighbourhoods are already experiencing very unsafe traffic flows along all of their side streets (e.g. Mary, Dunlop, Athol, Green, King, Byron, Euclid)
        - These areas include school zones, libraries, daycares and parks – all of which are not designed for increased / high volume traffic
        - Safety of seniors, children and individuals with mobility issues are already major concerns in the area – this will further reduce the walkability of Downtown
    - These streets are not set-up from an infrastructure perspective to handle these flows of traffic and the historical homes are also not built to be beside major traffic flows

- Driveways, stop systems and the grid set-up are not designed safely for this type of transit flow

- MetroLinx's current traffic studies show that only 20% of the traffic at the four-corners is coming from outside and then leaving Whitby – this confirms that the remaining 80% have destinations (and therefore transit needs) that are not served by this proposal. As a result, your plan is unnecessarily pushing large volumes of traffic into our local neighbourhoods

Heritage Preservation / Green Space

- While the proposal signifies concern for protecting the heritage of Downtown Whitby, the renderings are not in keeping with any heritage look / feel and no significant budget or process has been communicated / confirmed for the Town of Whitby and its associations to ensure this will be the case

- The increased traffic and lack of side-street infrastructure will almost guarantee that this current design will negatively impact the heritage of the area and its buildings / green spaces
  - This proposal is not consistent with the historical preservation efforts which have been supported via the Werden's Plan and by-laws put into place by Whitby Council and the Mayor to ensure it can meet the Provincial intensification mandate in a planned way
  - Heritage homes are not designed physically / aesthetically to be beside major roads
  - Heritage communities are quickly broken apart by increased traffic flows that physically (and emotionally) begin to separate the neighbourhood
  - Green spaces, including parks and mature trees, in this area are not designed for the expansion of traffic infrastructure

Strong Sense of Community / Downtown as a Destination

- There appears to be little to no alignment between MetroLinx, Durham Region and the Town of Whitby on how to ensure this design makes Downtown Whitby a destination; the limited 100m 'Pedestrian Mall' on one corner of the four corners only serves to continue make Downtown a disjointed experience that residents will avoid altogether
- There is a real opportunity to find a design that continues to allow traffic through the four corners while reinvigorating the Downtown with new designs to ensure:
  - Businesses have smart parking designs, rear-access entries and larger patio space
  - Residents can walk / meet safely via back-lane or side street pedestrian malls

- The examples provided by Metrolinx (Toronto – King St., Granville in Vancouver) of Canadian pedestrian malls show a clear misunderstanding / lack of experience with these types of projects in a residential environment. Downtown Whitby does not want to be a failed local experiment. Dundas St. (Hwy #2) and Brock St. (Hwy #12) are main thoroughfares with no major arterial road options – blocking traffic does not make it a destination; it makes Downtown Whitby either:
  1. A place to avoid altogether

     or
  2. A place where you quickly get familiar with shortcuts through the local neighbourhoods at increased speeds to make up the time you've lost

Old Whitby Neighbourhood Association

A Path Forward:

OWNA would like to be able to support the MetroLinx program in a collaborative way. Expending negative energy as opposed to using this as an opportunity to help design a path forward is not our intent. We would welcome the opportunity to work collaboratively on either:

1. Finding an alternative MetroLinx route via Lakeridge to Rossland / Taunton or Baseline to continue to maximize ridership and minimize trip time

    a. Taunton or Rossland infrastructure and reach to population of commuter traffic (as opposed to in-town traffic) is more amenable; these are also underserved transit areas
        i. Dundas St. already has robust Durham transit options and proximity to the Go System for cross-region travel (currently only 20% of Dundas St. traffic enters and then exits Whitby in the same trip as your study highlights)
        ii. If the objective is to provide more cross-region transit options, locating this extension in this part of Whitby is duplicative with current needs being met by the Go Train / Bus system – shifting it North to the cross-region 'transit deserts' between Downtown Whitby and Brooklin makes significantly more sense
    b. Baseline Rd (Victoria) – or MetroLinx can leverage this route as a way to augment the existing Go Transit system and establish meaningful continuity and reach options

2. Designing a Dundas solution that allows car traffic in both directions through downtown and ensures traffic patrolling / signage that prevents side-streets as alternatives by:

    a. Removing the North side sidewalk extension; leverage these investment dollars to create meaningful rear-access solutions for businesses, rear or side-street pedestrian malls and new parking alternatives

    And / or

    b. Establishing a bi-directional bus line for the 200m via downtown or having buses join regular traffic flows for a short period of time, as MetroLinx has done with its dedicated Go Bus lanes on the DVP (when the buses face lane-width constraints, they merge temporarily without unnecessarily shutting down car lanes)

In conclusion, the designs and studies MetroLinx has shared to date fail to address significant safety, heritage and community issues. The lack of meaningful future traffic planning / simulations and disregard for historical design have not come close to addressing residents' issues (even for the small percentage of Whitby residents that are aware of the project). Downtown Whitby is not designed for this type of proposal and the traffic-routing options are not safe or amenable to the area.

We look forward to collaborating on a solution that can help increase affordable transit options across Whitby, but not at the expense of local neighbourhood safety and heritage preservation. This will have our undivided attention until there is a solution design that works for the **local residents** and businesses of the area.

Sincerely,

[redacted]

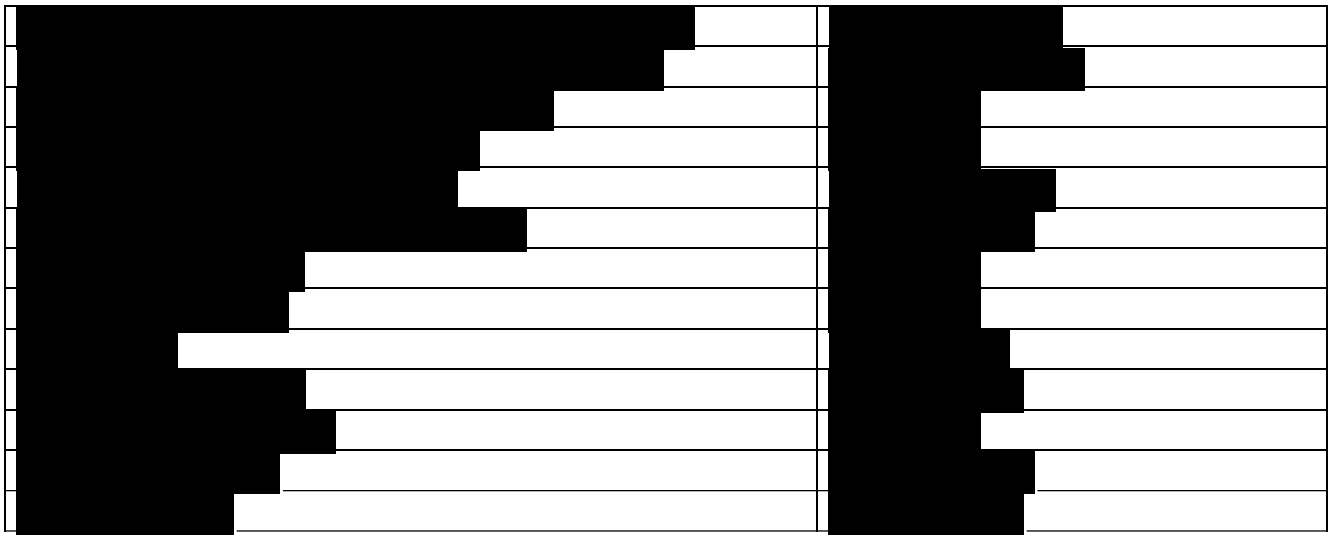
Old Whitby Neighbourhood Association

About OWNA: The Old Whitby Neighbourhood Association was created in 2014 by a group of concerned citizens living in the Werden's District community (south of Dundas, bordered by Henry, Brock, and Burns). Our neighbourhood is named for Asa Werden who planned this subdivision in 1854. There are 249 individual properties in the district. Of these, 206 are owner occupied, 32 are investment or rental dwellings, and 11 are municipal or institutional dwellings (e.g. churches or a former public school).

Since our founding, we have successfully worked with the Town of Whitby to have our neighbourhood designated as a Heritage Conservation District under part V of the Ontario Heritage Act. In addition to this, we rallied and saved the R.A. Sennett Public School on King Street from demolition. The building is now designated as a heritage site and is the home of a business that provides hundreds of jobs.

OWNA's Mission is to preserve the history and heritage of our neighborhood and to foster a sense of community in the neighbourhood.

Residents Supporting this OWNA Response:



Additional commentary:

"Town's new Parking Plan includes parking meters on Euclid from Dundas to Mary, which will narrow Euclid and the potential for accidents and congestion. Not to mention the impact on pedestrian traffic."

"The impact of not having a westbound lane means that many will use Walnut instead of Mary to either go up to Cochrane or Palace, and turn left to get to Dundas, which in turn means heavy traffic in the proximity of E.A. Fairman PS… and the ever present speeding issue which is a real threat to safety. Our school crossing guard at Fairman, was almost hit by a car last week."

"added pollution in a residential neighbourhood"

[redacted]

From: Hailey McWilliam
Sent: Thursday, April 15, 2021 9:20 AM
To: Anthony Galloro
Subject: FW: Permission to Enter to Complete Noise and Vibration Measurements at [redacted]
Attachments: 20201127_090323.jpg; 20201214_140048.jpg

Track and file

From: Lotfi Moghaddam, Parnia <Parnia.LotfiMoghaddam@arcadis.com>
Sent: Wednesday, April 14, 2021 12:26 PM
To: [redacted]
Cc: David Hopper <David.Hopper@parsons.com>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; Bernard, Fred <Fred.Bernard@arcadis.com>
Subject: RE: Permission to Enter to Complete Noise and Vibration Measurements at [redacted]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi [redacted],

Thank you so much for your email. My name is Parnia Lotfi Moghaddam and I am the Noise and Vibration Specialist on the Durham Scarborough Bus Rapid Transit (DSBRT) project. We would like to ask for your permission to collect Noise and/or Vibration data at your property. We would appreciate your cooperation, however, this is absolutely voluntary.

Please see the following to address your concerns:

- In order to conduct vibration measurements, we will not be digging on the property (especially because we will require public and private locates ahead of time). Please advise if there are any concrete or paved area in the backyard for installing vibration equipment (accelerometers) which can be glued on the surface. The glue has been selected to ensure that glue leaves no mark after measurements. This is preferred option. If this option is not available, in order to collect vibration measurement on grass area, we would like to ask for your permission to conduct private utility locates on your property on the day we conduct our noise and vibration work as well. This will be done by a sub-contractor to us. In order to complete this work, we will be hammering a few stakes into your backyard to a depth of approx. 1 ft (max). Although it is quite shallow, our company Health and Safety requirements state that we will need utility locators to confirm that we will in fact be working within safe limits for any sort of ground intrusion work, including driving a stake into the ground. Not only is this for everyone's safety but we also want to minimize any potential damage that may arise from not getting these locates. The locators will mainly scan the ground and will be accompanied by one of our field staff on the day of monitoring.
- Noise and Vibration equipment will be secured to a concrete block.
- We will not be entering the home at any point, and will access the property through the side yard.
- No equipment will be left on the property upon finishing of the measurement (24h).

Please confirm if there are any pets, we would like to ask that you kindly keep pets away from the devices in order to minimize damages and disturbance to the data.

Please see attached some photos of our equipment. The vibration equipment will have wires running along the backyard and may be a tripping hazard but we will have cones to mark where they are for safety purposes. We kindly ask that for safety and to ensure validity of the collected data, no person will be near the equipment for 24-hrs.

Please see below as well.

Vibration Monitoring

The vibration measurements will be conducted using the Crystal Instruments Model CoCo-90x shown below. The instrument will consist of a data logger and cables and will be placed in a protective case. Due to the sensitive nature of the vibration equipment, Arcadis advises property owners to avoid touching or going in close proximity to the equipment during its 24-hour monitoring period. The instrument will be picked up by the field technician upon completion of the monitoring.

Noise Monitoring

The sound levels will be collected using a Larson Davis 831 System which includes a Precision Sound Level Meter (SLM, microphone) and associated cables, and will be placed in a protective case. The SLM microphone will be secured on a tripod.

A field representative will be on site to secure all noise equipment to a fixed location on the property. The device is to remain on site for 24-hours unattended and the field representative will pick up the equipment upon completion of the noise monitoring. This operation is non-intrusive, and the installation takes up to 30 minutes by our field crew. Due to the sensitive nature of the noise equipment, Arcadis advises property owners to avoid touching or going in close proximity to the monitoring equipment during this time.

Should you have any questions or comments, please do not hesitate to contact us. Thank you.

Best regards,

Parnia Lotfi Moghaddam, P.Eng. | Principal Engineer / Senior Noise and Vibration Lead |
parnia.lotfimoghaddam@arcadis.com
Arcadis | Arcadis Canada Inc.
121 Granton Drive, Suite 12, Richmond Hill ON | L4B 3N4 | Canada
T. +1-647-956-5435 | M. +1-647-209-2197

Connect with us! www.arcadis.com | LinkedIn | Twitter | Facebook | Connect App





Be green, leave it on the screen.

From: [redacted]
Sent: Wednesday, March 31, 2021 3:26 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Permission to Enter to Complete Noise and Vibration Measurements at [redacted]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Lee,

We received a request from Metrolinx requesting permission to enter our property at [redacted] to complete noise and vibration measurements...

Before we give our consent, can you please advise us if there will be any digging involved? Also, how big is the measurement device? If you can send us a photo of this device, it would be appreciated. Thanks!

Regards,

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:02 PM
To: [redacted]
Subject: RE: Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.

In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

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*To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: April 15, 2021 12:21 PM
To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

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I stand with those in opposition to the Downtown Whitby portion of the subject proposal presented at a virtual public meeting on March 16, 2021 and wish to add my name to the growing number of downtown Whitby residents who are opposed.

Please know I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process. We can offer viable alternatives to preserve the heritage and walkability of our town.

OWNA and the Downtown Whitby Development Steering Committee (DWDSC) should have been called upon to actively participate in this project. Their important opinions were not sought out for this transit proposal.

I am encouraged by the announcement of the Council meeting scheduled for April 22. I have requested delegation to represent my condo complex DCC 84 (Byron Estates on Mary St. West), the largest residential/corporate stakeholder in the Whitby downtown heritage core to speak and voice our concerns and offer suggestions and recommendations.

Please know that I and all our resident owners support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:00 PM
To: [redacted]
Subject: RE: Opposition to Proposed Rapid Transit Corridor

Hello [redacted],

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Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

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The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

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COMMUNITY ENGAGEMENT

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

From: [redacted]>
Sent: April 16, 2021 9:53 AM
To: DSBRT <DSBRT@metrolinx.com>; david.dunn@durham.ca; lorne.coe@pc.ola.org; lorraine.huinink@durham.ca; mayor@whitby.ca; mdillon@durhamregion.com
Subject: Opposition to Proposed Rapid Transit Corridor

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.

There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.

So, let us begin the process of listening to the residents who live downtown now. I will point out that there are 500 to 600 homes and apartments, with more than 4000 residents, in the immediate vicinity of this project. Given the fact that there is no daily free press in Whitby (believe it or not The Toronto Star does not cover transit proposals in Whitby) you must work a bit harder to bring important issues like this to the attention of our residents. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:40 PM
To: [redacted]
Subject: RE: Metrolinx Rapid Transit - looking for information?

Hello [redacted],

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.

In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

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Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

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Theresa

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Senior Manager | Community Engagement – Durham
Metrolinx

METROLINX

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From: [redacted]
Sent: March 29, 2021 5:30 PM
To: council@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com
Cc: lorne.coe@pc.ola.org; margaret.parkhill@ibigroup.com; hailey.mcwilliam@ibigroup.com; [redacted]; s.weir@pc.ola.org; mike.anton@pc.ola.org
Subject: Metrolinx Rapid Transit - looking for information?

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good afternoon all,

I live just inside Whitby and have a Go transit/Metrolinx parking lot on my street. It's unused. Read: no one uses it. I see 3 buses travel up my street in the morning and witness an empty bus each time. And at the end of the day, I see 3 empty

buses return during evening “rush hour”. Empty. 6 buses daily... empty. The timing of this project makes no sense to me when you currently have wasted transportation and therefore wasted tax payer dollars.
Why are we rushing this project? Why are you in a hurry to get folks through Whitby? Why can’t Whitby be a town of prosperity and growth? Why must it be a public transit pass-through perpetuating the old notion of it being a “bedroom” community?

I stand with those in opposition to the Downtown Whitby portion of the Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well the previous proposals.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

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There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town’s purchase of the Land Registry Office, endorsing Werden’s neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

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As previously stated by other likeminded residents who have reached out to you, I know that OWNA and the community leaders in Perry’s Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live downtown, Metrolinx and the Town will find a solution that works in our collective best interests.

We all want Whitby to prosper and grow into a viable community that attracts tourism and business alike.

Thank you for your time. I look forward to your response on this.

Take care,

[redacted]

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 16, 2021 5:26 PM
To: [redacted]
Subject: Durham-Scarborough BRT

Hello [redacted],

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Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
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[redacted]

From: Hailey McWilliam
Sent: Wednesday, April 21, 2021 8:19 AM
To: Anthony Galloro
Subject: FW: Comments on Durham-Scarborough Bus Rapid Transit

Track and file

From: [redacted]
Sent: Saturday, April 17, 2021 7:56 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Comments on Durham-Scarborough Bus Rapid Transit

I appreciate your follow up with me and the information. Here's the problem, additional parking at Byron & Elm doesn't cut it! There is no way I'm parking up there to walk down to Brock & Colborne to spend my money in a local business.
Adding to the problem - the Town, in their infinite wisdom, refused the acquisition of the property on Brock St. where the old firehouse was located to a local craft brewery.
The brewery ultimately obtained property across the street, built a fantastic facility blending with the local architecture, not to mention 12welve, great restaurant & pub.
Meanwhile, the Town allowed a developer to acquire the old firehall and adjacent property for a CONDO !
I have no idea how many units, but I do know the additional traffic will be horrible in the downtown area.
The CONDO BABIES will not what to try to get out on Brock St. , so they'll use Green St. (adjacent), [redacted] to get south to the GO station..
The Green/Burns/ Brock block has a Seniors building, Seniors Activity Centre, Lawn Bowling Club and Centennial Park ! A lot of activity, a lot of pedestrian traffic, a lot of children.
This whole thing is not an improvement, it disrupts the fabric of life !!

Sent from my iPhone

> On Feb 5, 2021, at 12:56 PM, [redacted] wrote:
>
> I thank you for your response.
> I've been here over 40 years and seen downtown businesses fail/change hands every year, mostly due to the lack of parking.
> DRT is USLESS ! Multiple contracts ! Not even one company running it. Suspended North/South routes for Garden and Anderson Streets and a couple of other routes apparently.
> I didn't renew my Presto pass in January - because I can't get anywhere.
> I truly hope these promised improvements come soon so I don't have to walk to FreshCo or take a taxi to Metro.
>
> Sent from my iPhone
>
> > On Feb 5, 2021, at 12:07 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Hi [redacted],
We received seven comments from you between December 3, 2020 and February 1, 2021. I put them all together at the end of this message.
My apologies for the delay in responding. All of your comments will be included in the consultation record for the project.

It sounds like your main concerns are changes to on-street parking in Downtown Whitby and existing Durham Region Transit service.

You are correct that the proposed Transit Mall would remove 31 on-street parking spots along Dundas Street. We understand that parking is important to the businesses in Downtown Whitby. The project team is currently working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. We have a potential plan to add up to 34 parking spaces near the intersection of Byron and Elm Street. The design is still being developed and refined, but we will continue to keep the public updated.

In some of your comments, you mention that some Durham Region Transit buses run infrequently, with headways of 30 minutes to an hour, and that buses sometimes do not run on time. You may be interested to know that the DS BRT system proposes frequent 15-minute or better service, all day, seven days a week, with a bus every five minutes or less during peak hours along Highway 2. Local DRT routes will continue to service the corridor to provide local service in between BRT stops. Some routes may be revised to eliminate overlaps, provide the more efficient service and improve service frequency. You may also be interested to know that the Durham Region Transportation Master Plan includes more frequent transit service on north-south routes, including Brock Street.

The dedicated transit lanes proposed as part of this Bus Rapid Transit project will greatly improve travel time reliability, meaning buses will arrive on time. Improved reliability will also make it easier for people to transfer to other local routes to get where they want to go.

If you have comments or questions about existing Durham Region Transit service, you can call 1-866-247-0055 or fill out their customer comment form:
https://forms.durhamregiontransit.com/Customer-Service/Customer-Comment-Form

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.
We have added you to our project mailing list to receive future updates.
If you wish to be removed from the mailing list, please let me know.
Regards,
Margaret Parkhill, P.Eng.

cc: Lee Caragiale, Rapid Transit Project Planning, Metrolinx

Comments received
February 1, 2021 7:12 PM
Just don't see why Metrolinx wants to eliminate half a dozen parking spots on Dundas west of Brock, other than to allow your buses to blow through there without having to dodge cars. The downtown core is already a bottleneck and can't be changed, unless you start demolishing buildings.
Businesses don't survive due to current parking issues, why make it harder ???

January 29, 2021 8:18 AM
If you can get rid of the independent regional contracts and have a DRT that operates as one, covering the region, , less than 1 HOUR schedules and forget Scarborough to Bowmnanville

January 14, 2021 - 11:59
Not GO that is the problem, DRT is the problem. They have suspended/cancelled 3 or 4 major routes supposedly due to low ridership - well DUH , poor service results in low ridership.
I haven't even renewed my Presto card this month - because I can't get anywhere

January 8, 2021 - 03:30
Comments had nothing to do with GO service on the 401 corridor - don't care!
My concern is about Metrolinx wanting to "eliminate" on street parking in HISTORIC DOWNTOWN WHITBY FOR 2 blocks so your buses can BLOW THROUGH 4 lanes without having to swing around parked cars Those cars are parked because they are attending small local businesses who will go out of business if Metrolinx gets its wish - or I should probably say -WANT'S

December-30-20 12:01 PM
Metrolinx is a Mega Corporation, doing what it wants with no government oversight, because half the politicians are on your board or in your pocket.
Have fun on the Golf Course in Las Vegas!!

December-04-20 2:00 PM
Durham doesn't have rapid transit, Durham has snail transit. Half to one hour waiting times. Worst transit system in the world. Cancel routes, can't get anywhere.
Union morons running the business ????
OF COURSE RIDERSHIP IS DOWN, you idiots, you don't provide a SERVICE, nobody's going to take the BUS.

December 3, 2020 - 12:32
Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a dumbass political propaganda that NOBODY uses.
Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks.
Guess what ‼. Those businesses will all be closed in a year and you won't have to worry about parked cars.
IF you can run them "ON TIME", if you can run "A COMPETENT" operation.
I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control.
Enjoy your golf in Las Vegas‼

[redacted]

From: Hailey McWilliam
Sent: Wednesday, April 21, 2021 8:19 AM
To: Anthony Galloro
Subject: FW: Comments on Durham-Scarborough Bus Rapid Transit

Track and file

From: [redacted]
Sent: Sunday, April 18, 2021 1:12 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Comments on Durham-Scarborough Bus Rapid Transit

In your new plans, do not include bicycle lanes, NOBODY uses them ‼. EVERBODY rides bicycles, electric bikes and scooters on the sidewalks (where available), I'd be safer in a Cross Walk if Whitby had them !

Sent from my iPhone

> On Apr 17, 2021, at 7:56 AM, [redacted] wrote:
>
> project.
>
> It sounds like your main concerns are changes to on-street parking in Downtown Whitby and existing Durham Region Transit service.
>
> You are correct that the proposed Transit Mall would remove 31 on-street parking spots along Dundas Street. We understand that parking is important to the businesses in Downtown Whitby. The project team is currently working with the Town of Whitby and Durham Region to find an appropriate place

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 18, 2021 12:44 PM
To: [redacted]
Cc: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: RE: Metrolinx project

Hello [redacted],

Thanks for your email, I appreciate you taking time to voice yours and your communities concerns.

We understand the community has concerns about the preliminary designs for the Durham-Scarborough Bus Rapid Transit project. As a result, we have explored additional design options with varying traffic configurations that allow cars to drive on Dundas Street between Byron and Brock Streets. The latest design concepts were presented for the public's feedback at the Town of Whitby's Special Council Meeting on April 22, 2021.

In this meeting we proposed a new 3-lane option for the downtown Whitby area. Between Brock Street and Bryon Street, the three-lane design provides one westbound lane for all vehicles, including a mix of cars, trucks and buses; one eastbound transit-only lane; and one eastbound lane for general traffic. West of Byron Street and east of Brock Street, the proposed design is four-lanes, with two centre-median transit-only lanes and two general lanes (one in each direction).

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall, to a north side pedestrian mall, and now the technically preferred three-Lane mixed traffic westbound design.

I can appreciate your concerns related to construction impacts of the project. As we move forward with the project, we are committed to keeping the community informed and engaged. Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project and will include stakeholders such as local residents, community associations, business associations and other important organizations along the corridor to provide Metrolinx and our constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. Furthermore, our dedicated Community Engagement team will continue to work closely with the community and the successful proponent to mitigate construction impacts and concerns where possible.

At Metrolinx, safety is our top priority. Many traffic-calming measures are available to protect the safety of local residents on side streets, including speed humps, signals, signs, minimizing road corner radii. We are continuing to work with Town of Whitby to identify further strategies to mitigate impact to the surrounding communities.

As we move through the phases of this project, we look forward to continuing to work with the community. If you haven't done so already, I would encourage you to subscribe for our e-newsletter to stay up to date on the project.

Thanks again for your feedback Jeff.

Kind regards,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

-----Original Message-----
From: [redacted]
Sent: April 18, 2021 4:25 PM
To: council@whitby.ca; lorne.coe@pc.ola.org; mayor@whitby.ca; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca
Subject: Metrolinx project

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Good afternoon,
I was asked by my community to add my voice again to this extremely concerning project proposal. Along with my support of the attached letter, I would just like to add a few things as a resident of downtown Whitby for nine years.

We moved into this neighborhood for the walkability and the potential for a family-friendly place to plant some roots. For much of the time we've been here, we've had many construction projects pass our front door. It's all progress and we're happy to have it behind us. Especially now with young children.

One major issue we had, when Henry St was closed for construction, was the incredible influx of speeding traffic through our neighbourhood. Trains would come in, riders would go north on Henry and speed along King, Centre and Byron. 90% of vehicles would drive directly through stop signs. It was an irritant for them and a massive frustration to us as it was extremely unsafe to be anywhere on the street when this was going on. This would happen every hour and during the morning rush. We were relieved when it was over.

If this Metrolinx project plan moves forward, it will be way worse than the Henry street closure. The volume of traffic along Dundas can not be routed through residential neighbourhoods. It's extremely unsafe and, as mentioned, is not designed for this. People will speed. They will drive through stop signs out of frustration. They will disregard our children playing, riding bikes and our seniors on mobility scooters.

Living in this neighbourhood has been a great experience and the bright future of downtown Whitby is something I would like to continue to be a part of. As [redacted] have mentioned in their letter, a project like this and the resulting traffic nightmare brought to our doorsteps, will make downtown Whitby something to avoid and drive our community out.

The way forward is NOT re-routing traffic for such a small section of Dundas. There are better solutions and many come from people who actually live here.

I understand the need for future-proofing our transit infrastructure, and I support it, but we need to take serious care in areas that will be effected in a much bigger way.

Please consider my point of view and I look forward to hearing what alternatives will be proposed.

Thank you,

[redacted]

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 25, 2021 11:25 AM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thanks for your follow-up message regarding the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Based on provincial growth plans, the Highway 2 corridor will attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to support regional growth and link communities and employment across Durham Region and the Toronto boundary.

This project will build on the existing Durham Region Transit PULSE service which today, runs between downtown Oshawa and the University of Toronto Scarborough Campus. The existing PULSE 900 service is the busiest bus route in Durham Region; the service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels and avoid future traffic congestion.

If we add more buses to the road, those buses would still be mixed with regular traffic. As demand increases over time, there will be increased traffic congestion and delays for both buses and cars. By providing dedicated lanes for transit in the centre of the road, transit passengers will experience shorter travel times, with more frequent, reliable and comfortable service. General traffic will also benefit from smoother traffic flow by separating buses from regular traffic.

Having dedicated transit lane(s) at all times of the day, with clear identification also creates a more regular pattern for drivers and decreases the change of motorist confusion through the corridor.

In previous stages of the project, a range of potential solutions were reviewed and assessed. This included an option to use HOV lanes, or dedicated curb lanes. There were several reasons why the HOV lanes and curb lanes were not preferred including:

- Mixing traffic and buses in the curb lane creates friction that slows down both traffic and buses. Centre-median bus lanes will carry more people, more efficiently than HOV or curb lanes.
- Conflicts with turning cars in and out of driveways across the bus lanes. Centre-median bus lanes will improve the overall safety performance of the road for all road users.
- Loss of parking and no pedestrian improvements which would have a great impact on local businesses
- Centre-median bus lanes allow emergency vehicles to bypass general traffic.

Our project team has visited the entire 36 km corridor on numerous occasions. We hope to host community walkabouts in Whitby at a future date when public health indicates it is safe to do so.

Metrolinx and the DSBRT project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We hosted a virtual open house May 20th on Metrolinx Engage, a recording of the presentation is available here. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Sincerely,

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx
(o) 416.202.7482



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From: [redacted]
Sent: April 19, 2021 3:51 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Proposal for Whitby

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Hello Theresa,

Thank you for your response. I've been watching community comments about this and wish to provide some further feedback, directly to you.

I understand that Metrolinx has a mandate to push transit. I've seen what you have done to Kingston Road in Ajax and Pickering. You have no idea how happy I am that I no longer have to drive through the mess that Metrolinx created by removing a lane for cars and turning it into a transit lane.

Instead of dedicated transit lanes, Metrolinx should consider shared use lanes during set times, similar to those found throughout the GTA. During rush hours, one lane each direction should be reserved for transit, carpool (3+ occupants) and motorcycles. The rest of the time, that lane can be left for anyone.

One of the biggest problems with bus only lanes is they are unoccupied the majority of the time. In 30 minutes, you can have one bus pass through with 20 passengers. In that same time, hundreds of motor vehicles could still get through on that lane. By removing a lane of traffic, you're forcing motor vehicles onto other roads – mainly residential streets – to avoid the congestion caused. Just because you're building transit lanes doesn't mean you are going to displace enough motor vehicle users to justify your actions.

It would also help the flow of ALL traffic if bus stops were built around a "cutout" in the road – so buses could pull off the roadway into their own space. Current in-lane bus stops are a traffic nightmare.

I would also suggest that your "traffic experts" get out of their cubicles and actually travel through the areas they are working on. My biggest complaint about traffic infrastructure in Ontario is that we have too many people using computer models, sitting in their ivory towers, making decisions with real-world implications. It seems that we have people designing transit that have never taken a bus; others working cycling solutions who hate cyclists and those looking after roads who don't have a license. Your "experts" – and their bosses – should travel through an area by car, bus, bicycle, on foot and in the cab of a transport before doing ANY planning work.

Kind regards,

[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: Friday, April 16, 2021 5:30 PM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

Hello [redacted]

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we've received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby's vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project's benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment

will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.
In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

METROLINX

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From: [redacted]
Sent: March 30, 2021 11:22 AM
To: Internet, Council <council@whitby.ca>; "Lorne Coe M.P.P." <lorne.coeco@pc.ola.org> <lorne.coeco@pc.ola.org>; Chair of Metrolinx <Chair@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>; minister.mto@ontario.ca <minister.mto@ontario.ca>; Premier@ontario.ca; Mayor@whitby.ca <Mayor@whitby.ca>; Chair@durham.ca <Chair@durham.ca>; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; Lorraine.huinink@durham.ca
Cc: ViewerContactToronto@globalnews.ca; ctvnewsgo@bellmedia.ca <ctvnewsgo@bellmedia.ca>
Subject: Metrolinx Proposal for Whitby

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To whom it may concern:

I stand with those in opposition to the Downtown Whitby portion of the Metrolinx Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well as the previous proposals. None of these proposals make sense for the residents of Whitby.

Frankly, if the Pickering and Ajax "improvements" to Highway 2 are any indication, this plan is going to lead to far more traffic problems than it addresses. I understand Metrolinx' agenda is to promote transit but you have to stop attacking vehicular traffic at the same time. People will not stop using their cars and take transit because you have made it inconvenient to drive. Alternative transit routes need to be looked at, with involvement from the communities affected, if your project stands any chance at success.

I also strongly suggest that before any more planning is done, that you take your planners and engineers and have them drive, cycle and take transit through the suggested areas so they can see first hand what they're dealing with. Too many planners and engineers do all their work from their computers and have no concept of the real-world implications of their decisions.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.
So, let us begin the process of listening to the residents who live in Whitby now. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live in Whitby, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 3:57 PM
To: [redacted]
Cc: drummjoanne@whitby.ca
Subject: RE: Metrolinx Plans

Hello [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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Begin forwarded message:

From: [redacted]
Date: April 20, 2021 at 12:24:13 PM EDT
To: [redacted]
Subject: Metrolinx Plans

Dear Whitby Council

We are writing as concerned central Whitby homeowners regarding the current Metrolinx proposal. This proposal for the Durham-Scarborough Bus Rapid Transit Project has serious implications for the future of our local downtown businesses not
only on Dundas but east, west, north and south of the core. The Old Whitby Neighbourhood presentation exemplifies the serious detrimental result expected. This applies to all areas in close proximity.
Currently it is questionable whether future transit needs warrant this proposal. If so, transit links such as Rossland and further north would seem appropriate. The greater increase in population are considerable in these areas.
We cannot be a delegation but will be watching the April 22nd meeting.
Thank you,
[redacted]

Sent from my iPad

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[redacted]

From: Hailey McWilliam
Sent: Tuesday, April 20, 2021 4:24 PM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit (DSBRT)

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, April 20, 2021 4:20 PM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit (DSBRT)

Hello [redacted]

I'd like to take a moment to introduce myself – Jocelyn Stenner, on the Metrolinx Community Engagement team for Durham Region. Myself and my Senior Manager, Theresa Tran along with our project team, would be delighted to meet with you *virtually* next week to overview the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the preliminary design plans proposed through downtown Whitby.

I'd be pleased to connect on the phone at your convenience to discuss this in further detail. Please let me know when would be a good time to chat.

Kindest regards,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

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[redacted]

From: Hailey McWilliam
Sent: Wednesday, April 21, 2021 5:50 PM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit

Track and file

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, April 21, 2021 4:43 PM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit

Hello [redacted]

I'd like to thank you for taking the time to speak with me this afternoon, I truly appreciate the opportunity. As discussed, we'd like to offer a meeting with yourself in order for our team to better understand your concerns around the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the proposed preliminary design for downtown Whitby.

We'd be pleased to meet with you the week of May 3rd – can you kindly advise to your availability that week?

Hope you have a nice evening,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
C: 437.240.1559 | O: 416.202.3900

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[redacted]

From: Hailey McWilliam
Sent: Wednesday, April 21, 2021 10:37 AM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit (DSBRT)

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, April 21, 2021 10:34 AM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; sujaned@hotmail.com
Subject: RE: Durham-Scarborough Bus Rapid Transit (DSBRT)

Hi [redacted]

Wonderful! We've sent yourself an MS Teams calendar invitation for **Wednesday April 28th, 2021** from 9:00 a.m. – 10:00 a.m. Once you send over the fellow attendees contact information, I will add them to the calendar invite.

We look forward to connecting with you next week. In the interim, please don't hesitate to reach out should you have any questions.

Best,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

METROLINX

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From: [redacted]
Sent: April 20, 2021 5:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; sujaned@hotmail.com
Subject: Re: Durham-Scarborough Bus Rapid Transit (DSBRT)

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Hi Jocelyn,

We appreciate your offer to have a virtual meeting to review in detail Metrolinx's options for the routing of the DRBRT through downtown Whitby.

We prefer Wednesday April 28 - 9:00 a.m. meeting and we will provide you with the names of the attendees once confirmed - assume 4 will attend.

Regards

[redacted]

Sent from my iPad

> On Apr 20, 2021, at 4:47 PM, DSBRT <DSBRT@metrolinx.com> wrote:
>
> Hi [redacted],
>
> It was a pleasure speaking with you this afternoon. As discussed, myself and my Senior Manager, Theresa Tran along with our project team, would be delighted to meet with you *virtually* next week to overview the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the preliminary design plans proposed through downtown Whitby.
>
> Currently, our team has the following availabilities:
>
> - April 28th – 9:00-10:55 a.m.
> - April 29th – 10:00-11:30 a.m.; 2:30-4:00 p.m.
> - April 30th – 3:30-4:30 p.m.
>
> If you could kindly canvass with your [redacted] members and advise on which date and your preferred time, that would be great – we'd be looking for a one (1) hour time slot for the meeting. If you could kindly include the first and last name of the attendees that will be joining us, along with their e-mail(s) for meeting invite purposes.
>
> We look forward to connecting next week!
>
> Best,
>
> JS
>
> **JOCELYN STENNER**
> Community & Stakeholder Relations Specialist
> Toronto East – Durham
> Metrolinx
> O: 416.202.3900
>
> <image002.png>
>
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[redacted]

From: Hailey McWilliam
Sent: Thursday, April 22, 2021 9:06 AM
To: Anthony Galloro
Subject: FW: Comments on Durham-Scarborough Bus Rapid Transit

Track and file

From: [redacted]
Sent: Thursday, April 22, 2021 8:59 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Comments on Durham-Scarborough Bus Rapid Transit

My problem with bicycle lanes , aside from the fact that Nobody uses them - is they begin nowhere and end nowhere!
In the older downtown areas there will "never" be enough road width available to add/continue the lanes.
Case in point - Athol Street, Whitby - starts at Dundas/Hwy 2 and ends before Consumers Rd.
I have no idea where the lane starts, but it isn't Dundas - running south it ends at Burns St.
The lane doesn't even get a cyclist into a nearby park. I live in the area, walk my dog in the area and do not recall seeing a cyclist using the lane.

My Snipe re: Crosswalks - I do understand the prohibitive costs associated not only in required signage for ingress to a community declaring crosswalks, but also in-town overhead signage and road painting - so, unlikely Whitby Council would approve that anytime soon.
Thanks for listening.

[redacted]

From: Hailey McWilliam
Sent: Thursday, April 22, 2021 11:41 AM
To: Anthony Galloro
Subject: FW: Comments on Durham-Scarborough Bus Rapid Transit

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, April 22, 2021 11:40 AM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Comments on Durham-Scarborough Bus Rapid Transit

Hi [redacted],
Thanks for your 3 messages over the last few days. I want to make sure you're aware of the special council meeting being held tonight, April 22 starting at 5:30 pm. You can find all the details to watch or participate in tonight's meeting on the Town's website: https://www.whitby.ca/en/news/share-your-feedback-with-metrolinx-about-the-durham-scarborough-bus-rapid-transit-route-design.aspx

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses.

Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

The majority of the 36 km route will have new cycling facilities. These cycle tracks will be raised at the same level as the sidewalk, and not on-road like the existing bike lanes on Highway 2 in Pickering. You are correct, in some of the constrained areas, alternate cycling routes are proposed on nearby east/west streets to provide connections. For example, through Downtown Whitby there isn't enough space for dedicated cycling with buildings set close to the road. Between Raglan and Garden, cyclists can use Mary and other planned cycling routes as alternates to Dundas Street.

We are planning more virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime.

Thanks again for your continued interest in the Durham-Scarborough Bus Rapid Transit project.

Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

From: [redacted]
Sent: Thursday, April 22, 2021 8:59 AM

To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Comments on Durham-Scarborough Bus Rapid Transit

My problem with bicycle lanes , aside from the fact that Nobody uses them - is they begin nowhere and end nowhere!
In the older downtown areas there will "never" be enough road width available to add/continue the lanes.
Case in point - Athol Street, Whitby - starts at Dundas/Hwy 2 and ends before Consumers Rd.
I have no idea where the lane starts, but it isn't Dundas - running south it ends at Burns St.
The lane doesn't even get a cyclist into a nearby park. I live in the area, walk my dog in the area and do not recall seeing a cyclist using the lane.

My Snipe re: Crosswalks - I do understand the prohibitive costs associated not only in required signage for ingress to a community declaring crosswalks, but also in-town overhead signage and road painting - so, unlikely Whitby Council would approve that anytime soon.
Thanks for listening.

[redacted]

From: Hailey McWilliam
Sent: Thursday, April 22, 2021 2:00 PM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit (DSBRT)k

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, April 22, 2021 1:58 PM
To: [redacted]
Cc: [redacted] Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit (DSBRT)k

Hi Greg,

Thank you kindly for this. I will add everyone to the meeting invitation.

We look forward to the discussion.

Best,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: April 22, 2021 9:15 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: Re: Durham-Scarborough Bus Rapid Transit (DSBRT)k

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Hi Jocelyn

List of attendees for this meeting all of which are copied above;
[redacted]

[redacted]

When you send out the invite please copy me.

All much appreciated,

Regards

[redacted]

Sent from my iPad

> On Apr 20, 2021, at 5:27 PM, [redacted] wrote:
>
> Hi Jocelyn,
>
> We appreciate your offer to have a virtual meeting to review in detail Metrolinx's options for the routing of the DRBRT through downtown Whitby.
>
> We prefer Wednesday April 28 - 9:00 a.m. meeting and we will provide you with the names of the attendees once confirmed - assume 4 will attend.
>
> Regards
>
> [redacted]
>
> Sent from my iPad
>
> > On Apr 20, 2021, at 4:47 PM, DSBRT <DSBRT@metrolinx.com> wrote:
> >
> > Hi [redacted]
> >
> > It was a pleasure speaking with you this afternoon. As discussed, myself and my Senior Manager, Theresa Tran along with our project team, would be delighted to meet with you *virtually* next week to overview the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the preliminary design plans proposed through downtown Whitby.
> >
> > Currently, our team has the following availabilities:
> >
> > - April 28th – 9:00-10:55 a.m.
> > - April 29th – 10:00-11:30 a.m.; 2:30-4:00 p.m.
> > - April 30th – 3:30-4:30 p.m.
> >
> > If you could kindly canvass with your [redacted] members and advise on which date and your preferred time, that would be great – we'd be looking for a one (1) hour time slot for the meeting. If you could kindly include the first and last name of the attendees that will be joining us, along with their e-mail(s) for meeting invite purposes.

We look forward to connecting next week!

Best,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

<image002.png>

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Friday, April 23, 2021 10:17 AM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit

Track and file

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Friday, April 23, 2021 10:14 AM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit

Hi [redacted] good morning,

I just canvassed availability and we have Friday May 7th, 2021 at either 11:00 a.m.-12:00 p.m. or 1:00-2:00 p.m. please let me know what time slot you'd prefer and I'll circulate an MS Teams calendar invite.

Thank you kind regards,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
C: 437.240.1559 | O: 416.202.3900

METROLINX

From: [redacted]
Sent: April 22, 2021 2:19 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit

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Hi Jocelyn,

May 3rd at 11am, works fine.

Let me know next steps please.

[redacted]

[redacted]

[redacted]

[redacted]

On Apr 21, 2021, at 4:42 PM, Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com> wrote:

Hello [redacted],

I'd like to thank you for taking the time to speak with me this afternoon, I truly appreciate the opportunity. As discussed, we'd like to offer a meeting with yourself in order for our team to better understand your concerns around the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the proposed preliminary design for downtown Whitby.

We'd be pleased to meet with you the week of May 3rd – can you kindly advise to your availability that week?

Hope you have a nice evening,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
C: 437.240.1559 | O: 416.202.3900

<image003.png>

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Monday, April 26, 2021 1:10 PM
To: Anthony Galloro
Subject: FW: BRT FOUR CORNERS

Track and file in public please

-----Original Message-----
From: Newman, Deidre <newmand@whitby.ca>
Sent: April 24, 2021 2:48 PM
To: [redacted]
Cc: Internet, Council <council@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; David Hopper <David.Hopper@parsons.com>
Subject: Re: BRT FOUR CORNERS

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Dear [redacted],

Thank you for your note received yesterday.

The issues which you have raised are important to our Town. I have taken time to respond in detail.

I was born in Whitby, care about the people of this Town and have worked hard to consider their views and all relevant factors in making decisions on Council.

Metrolinx has the authority to make the decision on the BRT design in Whitby after consultation with Council, residents and stakeholders.

The BRT design in Whitby is an evolving process to find the best solution by addressing factors to ensure safety, preserve the historical downtown, protect the peace of neighbouring residents, support the businesses, and facilitate traffic flow.

Communication with the community has been complicated by the pandemic. Following Council direction, Metrolinx has committed to broaden consultation with all residents of Whitby.

Throughout this process, I have been advised by Metrolinx of the technical restraints, the space restraints, the safety impacts and the heritage impacts of the four lane design option in the downtown.

The four lane design in the downtown limits significantly the opportunity for the preservation of the downtown as a historical and cultural hub, shifts the focus even more to public transit and vehicular flow and presents some safety issues.

This was the first Metrolinx design option for the downtown and three successive design options have been presented by Metrolinx since that time in response to resident and Council concerns.

As Metrolinx had already shared the constraints and impacts with the four lane option for the downtown, I did not consider it constructive for Metrolinx to be directed by Council to revisit that option again.

Through this communication, I have forwarded your note and my response to Metrolinx so that you will have the benefit of their further written comment on the challenges of the four lane design option in downtown Whitby.

At the meeting of April 22, 2021, Metrolinx outlined the advantages of the current three lane mixed traffic westbound design option (their fourth and current option) which embraced most resident concerns (and was received favourably at the meeting). This current three lane option provides the opportunity to maintain the continuous eastbound and westbound general traffic flow on Dundas in the downtown, minimizes neighbourhood infiltration, improves pedestrian access to businesses, provides more space for streetscaping with an effort to create balance on the north and south side of Dundas in the downtown, maintains the character of downtown Whitby, and relocates 31 on-street parking spaces.

I hope that this response is helpful.

Your effort to reach out is appreciated.

Best regards,

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

> On Apr 23, 2021, at 12:26 PM, WILLIAM GERAGHTY <bgeraghty@rogers.com> wrote:
>
> [EXTERNAL EMAIL]
>
>
> Ms. Newman,
>
> I reside [redacted] Whitby and you are my ward Councillor.
>
> I watched the special meeting yesterday and am disappointed to learn this morning that you voted against having Metrolinx take another look at their original proposal of 4 lanes of traffic through the downtown pinch area.
>
> To flatly disregard this option being looked at again does not make sense. You would be voting for them to look at the viability of this options NOT voting for the option to be adopted.
>
> I am disappointed that you made this decision given that you did not consult with the residents you represent. I voted for you as I believe you had the interests of the people above anything else. This will be an election issue for the Mayor, Deputy Mayor and all Councillors and I fear that voting against even looking at the option again could jeopardize re-election, which would be a shame as I feel you and some others have done a good job thus far.
>
> I implore you to reconsider your position and bring a motion to reopen this option. What have you got to lose?
>
> Regards,
[redacted]

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[redacted]

From: Hailey McWilliam
Sent: Monday, April 26, 2021 9:48 AM
To: Anthony Galloro
Subject: FW: [redacted] Feedback on Durham-Scarborough BRT

Track and file

From: [redacted]
Sent: Monday, April 26, 2021 9:44 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Re: [redacted] Feedback on Durham-Scarborough BRT

Hi Lee,

Nice to hear from you. Yes, [redacted] would be happy to meet with the team week of May 17th. Mid-afternoon (say 2pm-4pm) works well that entire week, as do most evenings.

We'd be asking a couple of local volunteers in our working groups to join as well and I suspect evening will be better for them. Is it possible to float a couple options for day and night, and then I can get back to you soon?

And yes, I'm happy to send over a compilation of questions to help guide the conversation.

Many thanks,
[redacted]

On Fri, Apr 23, 2021 at 3:19 PM Lee Caragiale <Lee.Caragiale@metrolinx.com> wrote:

> Hi [redacted]
>
> Thank you for your patience. Are you able to meet with the DS BRT team on the week of May 17th and would you prefer meeting during the day or in the evening?
>
> Please let us know your preference and we will be happy to schedule something, and do not hesitate to send us some of your questions in advance so we can make sure to bring relevant materials for discussion.
>
> Kind regards,

LEE CARAGIALE (she/her)

Senior Advisor, Rapid Transit Project Planning
Planning, Design & Sponsorship, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

T: 416-202-7304 C: 647-532-8714



From: DSBRT <DSBRT@metrolinx.com>
Sent: January 11, 2021 3:06 PM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: [redacted] Feedback on Durham-Scarborough BRT

Hi [redacted]

Thanks for your email. We would be happy to connect with you.

I have cc'd Margaret Parkhill who is our consultant on this project. Margaret and Lee Caragiale from Metrolinx will work with you to find an appropriate time to connect.

I am on leave until Spring 2021 and Lee is taking my place on this project. Please contact Lee if you have any additional questions

Thanks

Kristin

From: [redacted]
Sent: January-11-21 10:42 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>

Cc: [redacted]
Subject: [redacted] Feedback on Durham-Scarborough BRT

Good morning Kristin,

Congratulations on what I hope was a successful PIC for the Durham-Scarborough BRT.

I am writing on behalf of [redacted]. Would it be possible to find a time for a call between yourself and [redacted] to discuss the project? We may also be able to loop in other community leaders from within Scarborough that have various active and public transportation priorities.

Thank you for the consideration,

[redacted]

[redacted]

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--



Durham-Scarborough Bus Rapid Transit

[redacted]

[redacted]

[redacted]

Metrolinx

APRIL 23, 2021

[redacted]

Meeting Purpose

- To provide information on transit routes and ridership on Ellesmere Road.
- To review safety benefits and traffic operations.
- To discuss truck access options for [redacted] owned/managed properties on the north side of Ellesmere.
- [redacted]usinesses and answer your questions.

[redacted]

Ellesmere Road: Transit Services

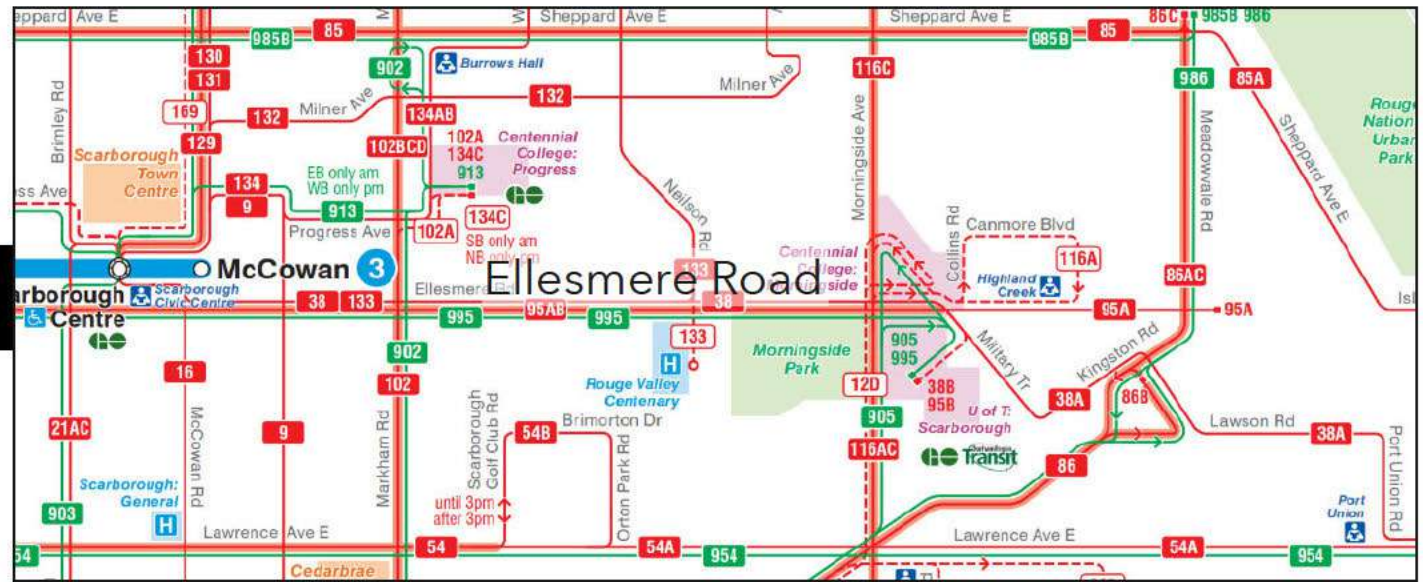
Ellesmere Road is defined by City of Toronto as a higher order rapid transit corridor and part of the TTC's Ten Minute Network west of Military Trail.

TTC bus routes will be able use the dedicated lanes along Ellesmere Road, including:

- 995 York Mills Express
- 38 Highland Creek
- 133 Neilson
- 95 York Mills (may operate [redacted] curbside for accessible coverage)

Durham-Scarborough BRT is not a new transit service.

Dedicated transit lanes will support existing bus services to operate more reliably.



Source: TTC System Map (Feb 2020)

Ellesmere Road: Transit Ridership

Existing ridership (2018, pre-Covid):

- 5,000+ daily passengers use the stops at Bellamy, Dolly Varden, Markham Road
  - 4,000 at Ellesmere & Markham Road; 800 at Bellamy Road; 400 at Dolly Varden
- 2,000 riders per hour at Markham (eastbound and westbound)

Future ridership (2041 projections):

- 7,500 daily passengers use the stops at Bellamy, Dolly Varden, Markham Road
- 4,000 riders per hour at Markham (eastbound and westbound)

For the entire route from Oshawa to Scarborough Centre

- 6,400 riders in the peak hour
- 38,400 riders per day

Safety Benefits

The project will improve safety for all road users

- Improving pedestrian experience through upgraded, continuous sidewalks
- Protecting transit users through raised and barrier-protected platforms
- Improving safety of cyclists with grade separated cycling facilities
- Preventing collisions for drivers by incorporating a raised median and restricting mid-block left-turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety
- In line with Vision Zero: Toronto's Road Safety Plan, which aims to eliminate fatalities and serious injuries on city streets



18%

OF PEDESTRIANS IN THE LAST 5 YEARS WERE STRUCK BY A VEHICLE TURNING LEFT AT AN INTERSECTION

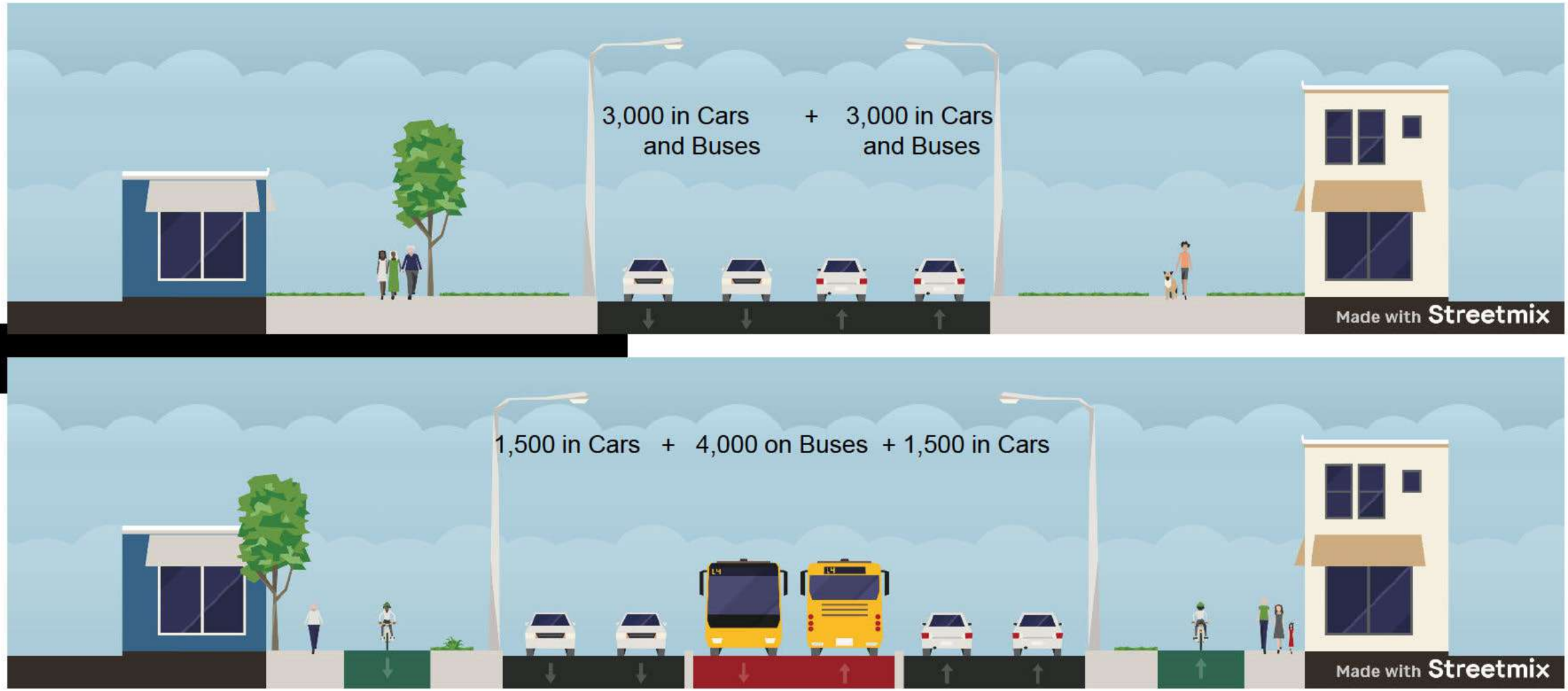
https://www.toronto.ca/wp-content/uploads/2017/11/990f-2017-Vision-Zero-Road-Safety-Plan_June1.pdf
Page 58

Left-turns and U-Turns at Signalized Intersections (video)



left turns and u-turns at a rapidway intersection

People Carrying Capacity (per hour)



Ellesmere Road: Traffic Operations in 2041

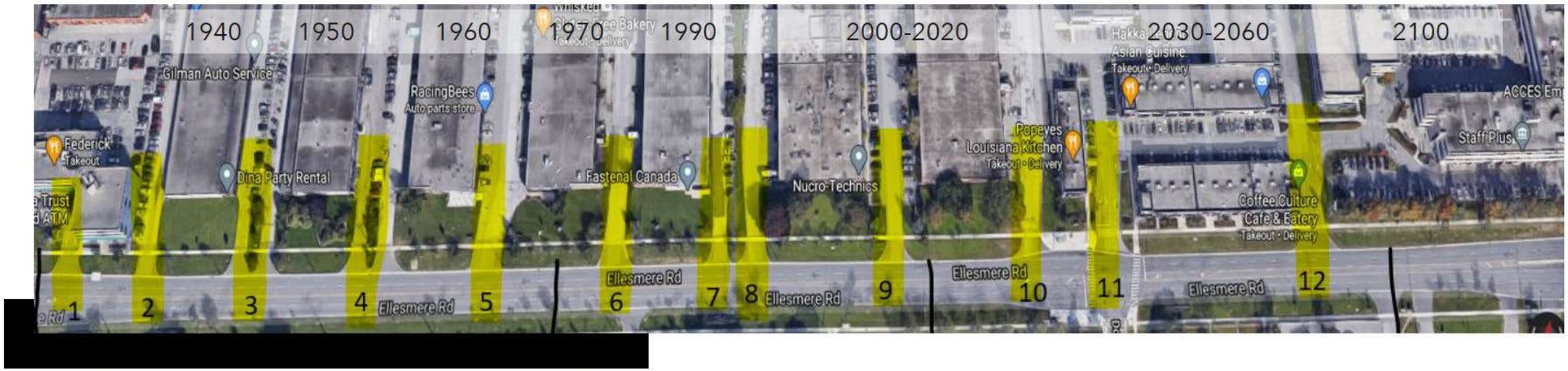
- Minimal impact to traffic operations; impact in the afternoon due to change in left-turns at unsignalized driveways. Through LOS is constant or improved.
- Limitations: LOS analysis assumes traffic routing are unchanged and does not reflect significant safety improvements.

Level of Service	2041 without BRT		2041 with BRT	
Intersection:	a.m.	p.m.	a.m.	p.m.
Parkington Cres	A	A	A	B
[redacted]		C	C	D
Centennial Rec Centre (new)	n/a	n/a	A	C
Dolly Varden	A	A	B	B
Markham Road	D	D	D	E [redacted]

Level of Service (LOS) is a letter designation used to describe a range of operating conditions on a road experienced by users:

A= Free flow
B= Reasonably free flow
C= Stable Flow
D= Approaching unstable flow
E= Unstable flow
F= Forced or breakdown flow

Trucks and Access: **Bellamy Road to Markham Road**



We observed truck movements and found:

- About 40 trucks per hour turned in and out of these driveways combined
- 90% of trucks were light or medium trucks
- Over 80% of trucks used the lights at Dolly Varden to turn left in or out. At other driveways most trucks turned right in or out.

Data collected: September and October 2020

Trucks and Access: **Alternate Route west of Markham Road**

Bellamy Road and Progress Avenue provide an alternate route for large trucks, as shown in this example.

Markham Road provides alternate access to Highway 401 instead of McCowan Road.

[redacted] have the option of U-turning at Dolly Varden, new signal at 1970 Ellesmere, Bellamy or Markham Road.



Route today

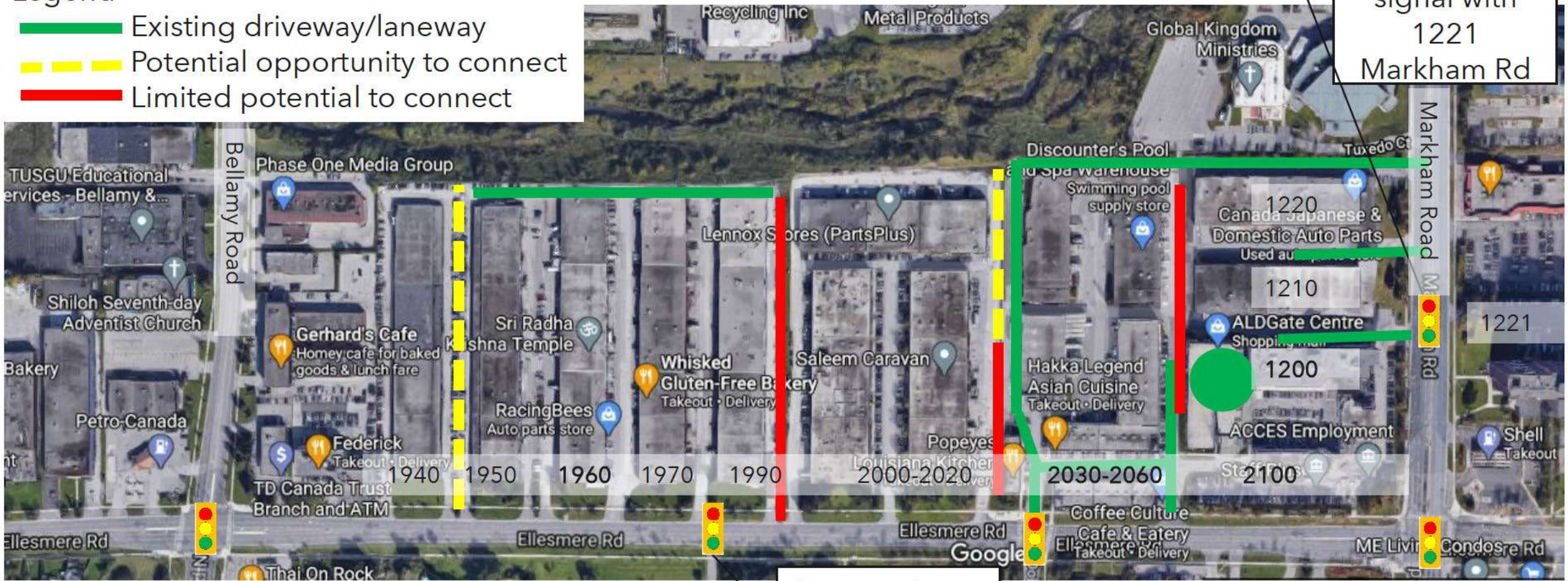
Route with BRT

Origin

Access: **Existing connections and potential opportunities**

Legend

- Existing driveway/laneway
- Potential opportunity to connect
- Limited potential to connect



Support for Businesses During Construction

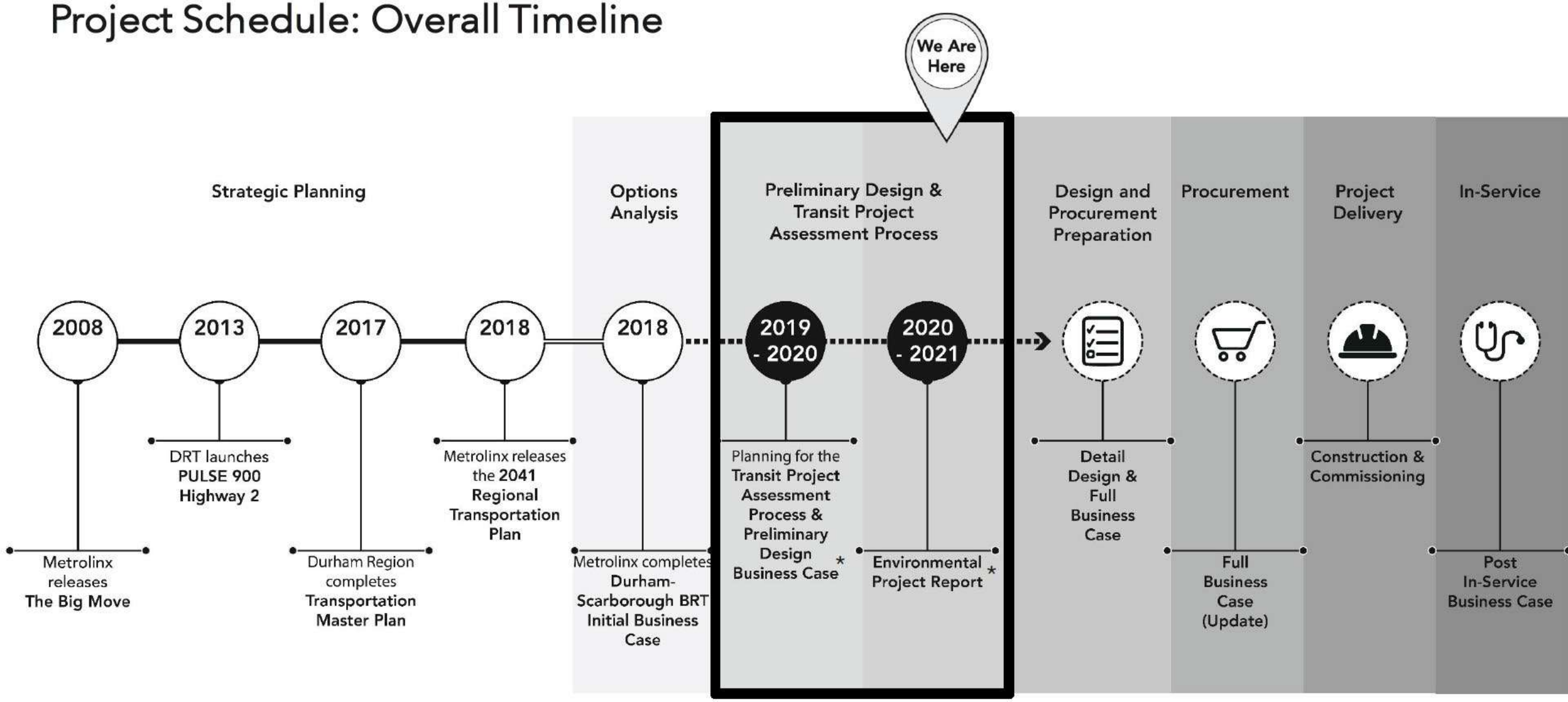
Metrolinx has a team of Community Relations and Communications Specialists that will be dedicated to the Durham-Scarborough BRT project, to proactively inform the community and businesses of construction impacts and work collaboratively to address concerns whenever possible. We want people to feel where they are impacted, they are supported.

In Toronto, construction would proceed when [redacted] is available.

How will we do this?

- [redacted]
- Community Liaison Committee (CLCs) meetings
- Regular stakeholder meetings
- Working with businesses/community groups/stakeholders on various marketing, campaign, signage and wayfinding initiatives within the community
- Virtual open houses and meetings
- Printed informational material will be distributed to the local community
- Regular updates on our website

Project Schedule: Overall Timeline



*Drafts will be available spring 2021

Next Steps

- Refine the preliminary design based on feedback received through consultation
- Develop Preliminary Design Business Case and draft Environmental Project Report (EPR)
- Consult on draft EPR and refined preliminary design at PIC #4 in mid-2021
- Funding decisions will be made as the project advances

Questions?

www.metrolinxengage.com/dsbrt

dsbrt@metrolinx.com


METROLINX

[redacted]

From: Hailey McWilliam
Sent: Friday, April 23, 2021 4:21 PM
To: Anthony Galloro
Subject: FW: Guildwood-Scarborough
Attachments: TZS_2021-04-23_[redacted]_information.pdf

Track and file

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Friday, April 23, 2021 3:37 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; [redacted] David Phalp <David.Phalp@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Good afternoon [redacted],

I hope you're well. Please find attached the information you requested. We would be happy to meet with you the week of May 10th to give you time to review the slide deck –could you please let us know your availability?

Thank you,

LEE CARAGIALE (she/her)
Senior Advisor, Rapid Transit Project Planning
Planning, Design & Sponsorship, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: March 5, 2021 5:19 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; 'Andrew Au' <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; [redacted] mhunter.mpp.co@liberal.ola.org; David Phalp <David.Phalp@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Dear [redacted]

Thank you for your patience.

Invitations to join our previous meetings with the Ellesmere business community were sent out to 51 businesses in the area. We are following up with businesses who were unable to attend our January meeting to offer another opportunity to provide feedback. We have also reached out to [redacted] to schedule a follow-up meeting with them. We would

appreciate the opportunity to meet with you and your colleagues separately, to review and identify solutions to [redacted] specific concerns.

With respect to your data request, we are working to put the materials together so we can provide them in advance of our meeting, including:

- Traffic analysis results for intersections of Ellesmere and: Markham Road, Dolly Varden, Bellamy, new signal at 1970 Ellesmere Road driveway
- Transit ridership
- Information on local transit integration with the BRT service.

You can expect to receive the information the week of March 15th. Could we meet the following week?

Note that all community consultation is recorded and the log will be available publicly during the Transit Project Assessment Process, with personal information redacted, and you will be able to review public comments then.

Regards,

LEE CARAGIALE
Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

METROLINX

From: [redacted]
Sent: February 8, 2021 8:54 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; 'Andrew Au' <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; [redacted] mhunter.mpp.co@liberal.ola.org
Subject: RE: Guildwood-Scarborough

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning Lee

Thank you for getting back to me.

I would like to set up a meeting, but it should include all that are going to be effected by the changes that are being planned by Metrolinx.

That being said I have asked for information in my last emails that I need to know before any meetings , if you could work with your team to forward me all the information as this would help prepare me for the meeting.

If you let me know when I will be receiving this information than we can plan our next meeting.

All the best.

[redacted]

[redacted]



[redacted]

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: February 4, 2021 3:56 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Guildwood-Scarborough

Good afternoon [redacted],

Thank you for your emails of today to myself and of February 2nd to the Durham-Scarborough BRT email address.

We understand that you have several concerns regarding traffic, access, and safety, and would like to meet you to discuss your specific concerns in more detail.

Please let me know your availability to meet over the next couple of weeks, and I will work with the team here to arrange it.

Regards,

LEE CARAGIALE

Senior Advisor, Rapid Transit Project Planning
Planning & Design, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

METROLINX

From: [redacted]
Sent: February 4, 2021 8:22 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Guildwood-Scarborough

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Hello Metrolinx and City Planners

I am writing in regards to the meeting on Thursday January 28th and the reply that I got two hours prior to the meeting on the same day from my email sent January 7th .

I found it quite strange that the meeting started with a twenty minute presentation on the plan for the Durham-Scarborough transit project, when we all know what the plan is and the only addition to the plan was a new set of lights on Ellesmere Rd.

The meeting should have been scheduled for a longer duration as more things should have been discussed .

As far as I can see you want to limit the time to discuss the issues, and that you don't want to work with or care to listen to the people who this would have the most impact on.

If you did, you would see that your fantastic plan was not that fantastic, and you don't want to be told otherwise.

Ellesmere Rd. Is an essential area for Guildwood – Scarborough and changing vehicle movement as drastically as proposed in your plan would have a devastating impact on the many businesses and community for years to come, and not in a positive way.

With regards to the unsigned email I got two hours before the last meeting in reply to my email three weeks before, seems to be conveniently done the last minute just to pretend that you care about what we think.

I felt the content of the email is just your standard reply without any commitment or understanding of the community's concerns, and once it's done Metrolinx will just move on to their next project, not looking back at the hardships left behind.

I would like to know the names of the people involved with the Durham-Scarborough Bus Rapid project, and if they are living or working in the Guildwood-Scarborough area.

In the past meetings I was told that the TTC was *not* using the dedicated transit lanes, when did this change and how does that work?

I am not a city planner or a traffic specialist but a business man with a lot of years of practical thinking and with 40 years of working in Scarborough, I believe to have some knowledge of what goes on around here.

In the meeting it was mentioned that a traffic study was done during the past few months which I can't understand why . How can any study be done at this time that we are dealing with Covid, especially a traffic study? We all know any real traffic study will not have any accuracy till a year or two after Covid is defeated.

The fact of the matter is that on any normal day thousands of people enter all the properties along Ellesmere from Markham to McCowan in many ways, but the majority would be by cars and trucks... Cutting off convenient access would cause many of the businesses to fail or move from the area which would be detrimental to the community as a whole.

I truly believe that introducing a U-turn to the intersection such as Markham Rd. and Ellesmere Rd. will cause many ***injuries and possible fatalities***, as people are always trying to catch a bus and having access to the buses in the middle of the street would encourage most people to try to beat the light, and people making a U-turn will ***not*** see them.

Metrolinx made the point that trucks can be re-routed down Bellamy for the buildings west of Bellamy but failed to mention the re-routing of large transport trucks to Markham Rd. so they can get into the properties west on Ellesmere Rd. This is ridiculous and makes no sense as they are forcing more traffic onto Markham Rd and making more trucks turn through a very busy intersection.

Let's not forget that Markham Road's capacity is at a boiling point and can't handle any more traffic. It seems that Metrolinx and the city managers missed the boat dealing with this issue and re-routing more traffic onto this road would be unmanageable.

The email writer said that on feedback they heard from Ellesmere businesses back in October 2020, Metrolinx decided to put in a traffic signal at the driveway between 1970 & 1990 Ellesmere Rd. and for the opposite driveway for Centennial Arena which is a subsidiary road that is not really used much . Are you saying Centennial Arena needs a signal light for the garbage truck and will there be left hand turns in and out of 1970 & 1990?

We believe that the addition of the lights was just done to appease us but we do not believe that it will solve the *many problems that are clearly not being addressed*.

In the unsigned email to me you, (whoever you are) totally turned down my suggestion of a seven lane cross section, stating it is not compatible with the cities policy of designing complete streets which balance the needs and priorities of the various users and that a seven lane cross section would only benefit the private automobile and reduce the safety of others. I totally disagree and can't believe that a seven lane cross section can't be made safe for all without messing with left turns into and out of properties on Ellesmere. *I also mentioned that the seven lane should only be for the two city blocks from Markham Rd. to McCowan Rd*. Which would not affect your plans for the rest of the project.

In my email on January 7th 2021 I asked for impact studies and traffic studies that were done before Covid, also the study showing how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd. on Ellesmere Rd. to McCowan Rd. (U Turns and traffic flows etc.) It would make sense that you would have all this information for a project like this. I should be able to see the consultation records including Feedback , Emails and meetings before it is included in an environmental project report.

I also asked for all the feedback from the community not just the ones that you want me to see.

For what I see we don't believe Metrolinx and the city planners will be able to come up with a plan to support local businesses now and through the detail design planning as I feel there is only one goal and that is get it passed, who cares about the people, Metrolinx knows what is best for everyone.

Are we living in a communist country where a few decide what is best for all, or are we living in a just society where we all look out for each other and respect each other's views and concerns?

I wonder where the city planners are with respect to all of this and I would like to get some answers from them, do you really believe this is the best solution for the City of Toronto? Are you just going to go along with everything or will you speak up and do your best for the city and community that employs you?

It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are the mainstream for our lives and livelihoods, Don't forget buses transport people but cars and trucks transport people and products and all that is necessary for the wellbeing of a community.

I would like to hear from all who are involved in this project and with your name attached to the email, and please don't send me your replies two hours before the next meeting.

Thank You

[redacted]

[redacted]

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Hailey McWilliam
Sent: Monday, April 26, 2021 8:46 AM
To: Anthony Galloro
Subject: FW: Durham-Scarborough Bus Rapid Transit (DSBRT)

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, April 23, 2021 3:15 PM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: FW: Durham-Scarborough Bus Rapid Transit (DSBRT)

Hi [redacted]

Just sending along this note as a follow-up to my voicemail. I'm in meetings for the remainder of today, but would be pleased to set up a time for us to connect on Monday at your convenience.

Have a lovely weekend!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: DSBRT
Sent: April 20, 2021 4:20 PM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit (DSBRT)

Hello [redacted]

I'd like to take a moment to introduce myself – Jocelyn Stenner, on the Metrolinx Community Engagement team for Durham Region. Myself and my Senior Manager, Theresa Tran along with our project team, would be delighted to meet with you *virtually* next week to overview the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the preliminary design plans proposed through downtown Whitby.

I'd be pleased to connect on the phone at your convenience to discuss this in further detail. Please let me know when would be a good time to chat.

Kindest regards,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900



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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 3:40 PM
To: [redacted]
Subject: RE: Metrolinx BRT horrible plan for Whitby

Hello [redacted]

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx

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-----Original Message-----
From: [redacted]
Sent: April 25, 2021 2:32 PM
To: council@whitby.ca; DSBRT <DSBRT@metrolinx.com>
Subject: Metrolinx BRT horrible plan for Whitby

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Hello,

I live in the [redacted] neighbourhood of Whitby. I am so upset with the plan for this rapid transit bus plan to put busses down the middle of Dundas St through Whitby… and with the plan to narrow the intersection of Brock and Dundas down to 3 lanes.

A priority should be to keep the 4 lane option open for consideration. Anything less than 4 lanes of traffic for cars will negatively impact the side streets and all the residents and businesses on them. It will be dangerous to have all that traffic meant for a highway (Dundas St/Hwy 2) to be pushed onto side streets not meant for that kind of volume of cars. I personally will avoid the downtown completely if that intersection is narrowed to 3 lanes or less for cars. I will go to Ajax to do my shopping and dining, etc. I won't use [redacted] to get into downtown Whitby, even though I live very close to both of those roads. It's already difficult to get through that Brock/Dundas intersection it's so busy now as it is. I can't even imagine how bad it will be when the BRT is built and busses every 5 min are going through and cars have to divert to the side streets to get through town. Ridiculous!! How can this even be considered? Has anyone on the Whitby Council or Metrolinx ever driven in downtown Whitby?

I also am very upset about the idea of the busses going through the middle of Dundas St. W and allowing u-turns at the intersections. I've been in York Region and have driven on those roads with the busses in the middle and I did do a u-turn and it felt dangerous and I wouldn't want that in my neighbourhood where my teenagers like to ride their bikes. Drivers are bad enough without having to worry about them pulling u-turns everywhere. I know there will be u-turn signals and signage, but I don't believe drivers will obey/follow them. Also, this plan also negatively impacts all the businesses along Dundas, so traffic can only get in to these stores from one direction. Not to mention all the construction that will hurt the businesses while it's being built.

I would be happy to see the busses remain in the curb lanes and for the Brock/Dundas intersection to have 4 lanes for vehicles, buss lanes on the curb with no right/left turns at that intersection. I also hate the idea of a pedestrian/transit mall at the four corners in downtown Whitby. There is not enough space for it. I'm all for walkability in our downtown core, but not when the plan only serves Metrolinx and getting busses through.

Finally, I do believe the rapid transit plan ultimately would be best on Rossland Rd for the section that goes through Whitby. I understand Metrolinx wants it all across Hwy 2 from Scarborough through to Oshawa. That's fine. But why not consider a detour using Lakeridge - Rossland - Thickson to get the busses around the Whitby core and not negatively

impacting Dundas St and my neighbourhood? Those streets have so much more room to accomplish what Metrolinx wants.

I also am very disturbed by the lack of communication on this BRT plan for the past 2 years. Only recently have Whitby residents and businesses begun to understand what this all entails and how we will all be impacted. Residents and businesses need to have a voice and be heard by Whitby Council and by Metrolinx. I don't support Whitby Councillors and the Mayor making decisions based on what they think is right and is their vision for the Town. They were elected by the people and they should be representing what the people want!

Sincerley,

[redacted]

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From: Hailey McWilliam
To: Anthony Galloro
Subject: FW: Mary St Condominium Meeting - (Wed April 28 @ 9:00a.m.)
Date: Monday, April 26, 2021 9:29:54 AM
Attachments: image002.png

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, April 26, 2021 9:29 AM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: [redacted] Meeting - (Wed April 28 @ 9:00a.m.)

Good morning [redacted],

Hope you had a lovely weekend!

I've double checked the calendar invite and your e-mail [redacted], along with the other attendees listed below have been included. Perhaps the invite went into the spam/junk folder? If you still don't see it, please let me know.

For convenience, I've listed the MS Teams meeting information below. To join the meeting, you'll just need to click the link on the meeting date and time.

Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Or call in (audio only)
+1 437-703-4197,,154800954# Canada, Toronto
Phone Conference ID: 154 800 954#
Find a local number | Reset PIN
Learn More | Meeting options

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: April 26, 2021 7:05 AM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: [redacted] - (Wed April 28 @ 9:00a.m.)

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Hi Jocelyn

Would you please resend the calendar invite to all the personnel as listed below, including myself, for Wednesday's meeting.

Much appreciated

[redacted]

Sent from my iPad

Begin forwarded message:

> **From:** [redacted]
> **Date:** April 22, 2021 at 9:14:33 AM EDT
> **To:** DSBRT <DSBRT@metrolinx.com>
> **Cc:** [redacted]
> **Subject: Re: Durham-Scarborough Bus Rapid Transit (DSBRT)k**
>
> Hi Jocelyn
>
> List of attendees for this meeting all of which are copied above;
> [redacted]
>
> When you send out the invite please copy me.
>
> All much appreciated,
>
> Regards
>
> [redacted]

Sent from my iPad

> On Apr 20, 2021, at 5:27 PM, [redacted] wrote:
>
> Hi Jocelyn,
>
> We appreciate your offer to have a virtual meeting to review in detail Metrolinx's options for the routing of the DRBRT through downtown Whitby.
>
> We prefer Wednesday April 28 - 9:00 a.m. meeting and we will provide you with the names of the attendees once confirmed - assume 4 will attend.
>
> Regards
>
> [redacted]
>
> Sent from my iPad
>
> > On Apr 20, 2021, at 4:47 PM, DSBRT <DSBRT@metrolinx.com> wrote:
> >
> > Hi [redacted]
> >
> > It was a pleasure speaking with you this afternoon. As discussed, myself and my Senior Manager, Theresa Tran along with our project team, would be delighted to meet with you *virtually* next week to overview the Durham-Scarborough Bus Rapid Transit (DSBRT) project, and the preliminary design plans proposed through downtown Whitby.
> >
> > Currently, our team has the following availabilities:
> >
> > - April 28th – 9:00-10:55 a.m.
> > - April 29th – 10:00-11:30 a.m.; 2:30-4:00 p.m.
> > - April 30th – 3:30-4:30 p.m.
> >
> > If you could kindly canvass with your [redacted] and

advise on which date and your preferred time, that would be great – we'd be looking for a one (1) hour time slot for the meeting. If you could kindly include the first and last name of the attendees that will be joining us, along with their e-mail(s) for meeting invite purposes.

We look forward to connecting next week!

Best,

JS

JOCELYN STENNER
Community & Stakeholder Relations Specialist
Toronto East – Durham
Metrolinx
O: 416.202.3900

<image002.png>

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[redacted]

From: [redacted]
Sent: Monday, April 26, 2021 9:44 AM
To: Lee Caragiale
Cc: [redacted] Margaret Parkhill; Hailey McWilliam; Jocelyn Stenner; Andrew Au; Kristin Demasi; DSBRT
Subject: Re: [redacted] Feedback on Durham-Scarborough BRT

Hi Lee,

Nice to hear from you. Yes, [redacted] would be happy to meet with the team week of May 17th. Mid-afternoon (say 2pm-4pm) works well that entire week, as do most evenings.

We'd be asking a couple of local volunteers in our working groups to join as well and I suspect evening will be better for them. Is it possible to float a couple options for day and night, and then I can get back to you soon?

And yes, I'm happy to send over a compilation of questions to help guide the conversation.

Many thanks,
[redacted]

On Fri, Apr 23, 2021 at 3:19 PM Lee Caragiale <Lee.Caragiale@metrolinx.com> wrote:

> Hi [redacted],
>
> Thank you for your patience. Are you able to meet with the DS BRT team on the week of May 17th and would you prefer meeting during the day or in the evening?
>
> Please let us know your preference and we will be happy to schedule something, and do not hesitate to send us some of your questions in advance so we can make sure to bring relevant materials for discussion.
>
> Kind regards,
>
> **LEE CARAGIALE** (she/her)
>
> Senior Advisor, Rapid Transit Project Planning
> Planning, Design & Sponsorship, Metrolinx
> 97 Front Street West I Toronto I Ontario I M5J 1E6
>
> T: 416-202-7304 C: 647-532-8714

From: DSBRT <DSBRT@metrolinx.com>
Sent: January 11, 2021 3:06 PM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: [redacted] Feedback on Durham-Scarborough BRT

Hi [redacted]

Thanks for your email. We would be happy to connect with you.

I have cc'd Margaret Parkhill who is our consultant on this project. Margaret and Lee Caragiale from Metrolinx will work with you to find an appropriate time to connect.

I am on leave until Spring 2021 and Lee is taking my place on this project. Please contact Lee if you have any additional questions

Thanks

Kristin

From: [redacted]
Sent: January-11-21 10:42 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: [redacted] Feedback on Durham-Scarborough BRT

Good morning Kristin,

Congratulations on what I hope was a successful PIC for the Durham-Scarborough BRT.

I am writing on behalf of [redacted] Would it be possible to find a time for a call between yourself and Cycle Toronto to discuss the project? We may also be able to loop in other community leaders from within Scarborough that have various active and public transportation priorities.

Thank you for the consideration,

[redacted]

[redacted]

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--



[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 3:27 PM
To: Internet, Council; [redacted]
Cc: lorraine.huinink@durham.ca
Subject: RE: Metrolinx proposal for downtown Whitby

Hello [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: Internet, Council <council@whitby.ca>
Sent: April 30, 2021 5:05 PM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; lorraine.huinink@durham.ca
Subject: RE: Metrolinx proposal for downtown Whitby

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Dear [redacted]:

Thank you for your email to the Office of the Mayor and Council. I have forwarded your comments to all Council Members and copied lead staff from Metrolinx and Durham Region Transit.

Kind regards,

Mandy Lee
Administrative Assistant and Customer Service Specialist
Office of the Mayor and Council
Town of Whitby
T 905.430.4300 x2203
C 905.706.3211
575 Rossland Road East, Whitby, ON L1N 2M8

From: [redacted]
Sent: Monday, April 26, 2021 8:08 AM
To: Internet, Council <council@whitby.ca>
Subject: Metrolinx proposal for downtown Whitby

[EXTERNAL EMAIL]

I can't believe what kind of bone-headed idea this is. So much money spent on what? Can you really think that routing traffic through Mary Street would be a good idea? This will effectively destroy what little 'downtown' we have already.

In the next municipal election, I will not be voting for any Mayor or Councillors who are in favour of this. So disappointed in Councillor Drumm and Mayor Mitchell for coming out in favour of this.

[redacted]

Sent from my iPhone.

Confidentiality Warning: This e-mail contains information that is confidential and is intended only for the use of the named recipient(s). If you are not the intended recipient, you are hereby notified that any review, copying or distribution of this transmission is strictly prohibited.
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[redacted]

From: Hailey McWilliam
Sent: Tuesday, April 27, 2021 4:47 PM
To: Anthony Galloro
Subject: FW: Cycle Toronto Feedback on Durham-Scarborough BRT

Track and file

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: Tuesday, April 27, 2021 4:41 PM
To: [redacted]
Cc: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: [redacted] Feedback on Durham-Scarborough BRT

Hi [redacted],

Planning for a one-hour meeting, we are available any time between 2pm and 4pm –and possibly up to 5pm:

- Monday, May 17th
- Thursday, May 20th

We would prefer afternoons as we have a few parents on the team, but if evenings are the only times that work for your volunteers, we could try for:

- Monday, May 17th between 5pm and 7pm
- Wednesday, May 19th between 5pm and 7pm

Thank you,

LEE CARAGIALE (she/her)
Senior Advisor, Rapid Transit Project Planning
Planning, Design & Sponsorship, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: April 26, 2021 9:44 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Re: [redacted] Feedback on Durham-Scarborough BRT

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Hi Lee,

Nice to hear from you. Yes, [redacted] would be happy to meet with the team week of May 17th. Mid-afternoon (say 2pm-4pm) works well that entire week, as do most evenings.

We'd be asking a couple of local volunteers in our working groups to join as well and I suspect evening will be better for them. Is it possible to float a couple options for day and night, and then I can get back to you soon?

And yes, I'm happy to send over a compilation of questions to help guide the conversation.

Many thanks,
[redacted]

On Fri, Apr 23, 2021 at 3:19 PM Lee Caragiale <Lee.Caragiale@metrolinx.com> wrote:

> Hi [redacted],
>
> Thank you for your patience. Are you able to meet with the DS BRT team on the week of May 17th and would you prefer meeting during the day or in the evening?
>
> Please let us know your preference and we will be happy to schedule something, and do not hesitate to send us some of your questions in advance so we can make sure to bring relevant materials for discussion.
>
> Kind regards,
>
> **LEE CARAGIALE** (she/her)
>
> Senior Advisor, Rapid Transit Project Planning
> Planning, Design & Sponsorship, Metrolinx
> 97 Front Street West I Toronto I Ontario I M5J 1E6
>
> T: 416-202-7304 C: 647-532-8714
>
> 
>
>
> ---
>
> **From:** DSBRT <DSBRT@metrolinx.com>
> **Sent:** January 11, 2021 3:06 PM
> **To:** [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
> **Cc:** [redacted] Lee Caragiale <Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
> **Subject:** RE: [redacted] Feedback on Durham-Scarborough BRT

Hi [redacted]

Thanks for your email. We would be happy to connect with you.

I have cc'd Margaret Parkhill who is our consultant on this project. Margaret and Lee Caragiale from Metrolinx will work with you to find an appropriate time to connect.

I am on leave until Spring 2021 and Lee is taking my place on this project. Please contact Lee if you have any additional questions

Thanks

Kristin

From: [redacted]
Sent: January-11-21 10:42 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: [redacted] Feedback on Durham-Scarborough BRT

Good morning Kristin,

Congratulations on what I hope was a successful PIC for the Durham-Scarborough BRT.

I am writing on behalf of [redacted] Would it be possible to find a time for a call between yourself and Cycle Toronto to discuss the project? We may also be able to loop in other community leaders from within Scarborough that have various active and public transportation priorities.

Thank you for the consideration,

[redacted]

[redacted]

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[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 3:36 PM
To: [redacted]
Subject: RE: Form submission from: Contact the Project Team

Hello [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out. We'd be pleased to meet with you at your convenience.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April 28, 2021 5:00 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team

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[redacted]

Submitted on Wednesday, April 28, 2021 - 05:00
Submitted by anonymous user: 2607:fea8:5bdf:ff20:5053:e3b8:9a68:3c27
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Independent consultant with Whitby shores residents
Message:
Good Morning,

I have only been following the recent proposal made some time ago for a connected transit system that would be stream less across the region. As a resident who has lived across from the Whitby GO for 21 years , I can tell you that this is a plan long overdue.
I have been an active participant and an involved resident in my community since I moved here.
Having said that, I choose not to engage online but by personal connections.
I wonder if someone from you organization would be willing to set up a zoom engagement session to explain how this project would benefit the congestion we have experienced down here by the lake ...specifically south of Victoria from The Go and west to Lynda Shores and Lakeridge Rd. It is of no surprise to me that this project comes as a shock to those who aren't as familiar with the area over the last

25 years. It is also not a surprise to me that the people whom have been elected numerous times are trying to deny knowledge.
I do believe that this is very important project to go forward and the long timers (like me) who remember when there was no real transit in our area ..are extremely interested in engaging on how this project could relieve the traffic nightmare that happens on a day to day basis.
We would be willing to set up an independent consultation for you and hope that some myths about this project could be dispelled and that perhaps we can offer some common sense suggestions .
We are the people who support downtown.

I look forward to hearing from you,

Sincerely,

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/22964

Facebook Twitter Instagram

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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:39 PM
To: Margaret Parkhill; Marianne Alden; Lauren Wilcox
Cc: Theresa Tran; Kristin Demasi
Subject: FW: Project mailing list

Another one for the list please.

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: DSBRT
Sent: May 19, 2021 12:38 PM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: RE: Project mailing list

Hello [redacted],

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 8, 2021 8:47 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Project mailing list

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Please sign me up

[redacted]

Thanks

Sent from my Bell Samsung device over Canada's largest network.

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[redacted]

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: Thursday, May 13, 2021 1:19 PM
To: Kristin Demasi; Margaret Parkhill; Marianne Alden; Lauren Wilcox
Subject: FW: FW: Mornelle Court Traffic Signal Approved? EML:024400227

Fyi. Response sent.

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: May-13-21 1:17 PM
To: TorontoEast <TorontoEast@metrolinx.com>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>; Ashma Patel <Ashma.Patel@toronto.ca>; TorontoEast <TorontoEast@metrolinx.com>
Cc: TorontoEast <TorontoEast@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: FW: Mornelle Court Traffic Signal Approved? EML:024400227

Hi Ashma,

Here is some information:

Thank you for your questions regarding the preliminary design concept for the Durham-Scarborough Bus Rapid Transit project.

The project team continues to refine the preliminary design based on feedback received from the public and stakeholders.

I can see how the bullet point on the slide shown below could be confusing.

There are 3 new traffic signals now proposed along Ellesmere Road:

1. At the driveway to 1970 Ellesmere Road and the delivery driveway for the Centennial Recreation Centre, east of Bellamy Road. This signal is proposed to provide additional left-turn access to the businesses on the north side of Ellesmere Road, and provide additional capacity for u-turning traffic.
2. At Mornelle Court, west of Morningside Avenue. Based on feedback from the public, the councillor and in consultation with City of Toronto staff. This new signal will provide left-turn access and a protected pedestrian crossing at Mornelle Court.
3. At Muirbank Boulevard, east of Meadowvale Road. Based on feedback from the public, and in consultation with City of Toronto staff. This new signal will provide left-turn access and a protected pedestrian crossing at Muirbank Boulevard.

The preliminary design will be shared again with the public at Public Information Centre #4, currently planned for Summer 2021.

Please email DSBRT@metrolinx.ca to sign up to the project mailing list to receive project updates.

Regards,

Carmen

---------- Original Message ----------
From: TorontoEast@metrolinx.com
Received: 5/10/2021 5:06 PM
To: <Toronto East>; Antonette DiNovo; Ashma Patel; Toronto East
Cc: <Toronto East>; Toronto East
Subject: RE: FW: Mornelle Court Traffic Signal Approved? EML:024400227

Hi Antonette and Ashma,

Thank you for your emails. Attached is the presentation.

I am working on getting information about the traffic signal.

Regards,
carmen
---------- Original Message ----------
From: carmen.rapati@metrolinx.com
Received: 5/10/2021 2:43 PM
To: <Toronto East>; Toronto East
Subject: FW: Mornelle Court Traffic Signal Approved?

From: Antonette DiNovo <Antonette.DiNovo@toronto.ca>
Sent: May-10-21 10:53 AM
To: Ashma Patel <Ashma.Patel@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>
Cc: Paul Ainslie <paul_ainslie@toronto.ca>
Subject: RE: Mornelle Court Traffic Signal Approved?

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Hi Carmen, would you be able to also send us a copy of the presentation.

Thank you
Antonette

From: Ashma Patel <Ashma.Patel@toronto.ca>
Sent: May 10, 2021 10:50 AM

To: carmen.rapati@metrolinx.com
Cc: Antonette DiNovo <Antonette.DiNovo@toronto.ca>
Subject: Mornelle Court Traffic Signal Approved?

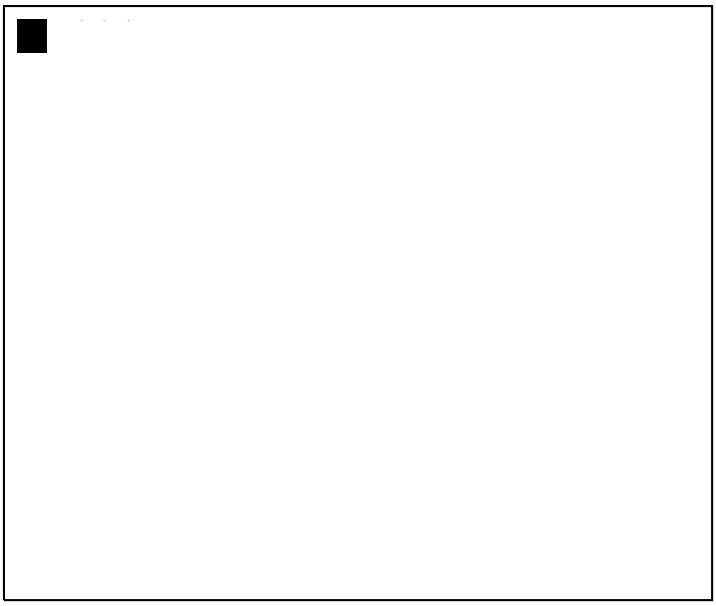
Hi Carmen,

Hope you are well. Resident reached out to our office stating that Highland Creek Community on Friday received a presentation and the notes in the presentation states there will be added traffic signals between 1970 and 1990 Ellesmere Rd opposite the driveway for Centennial Arena at Mornelle Court. Can you please confirm and provide an official response for the resident.

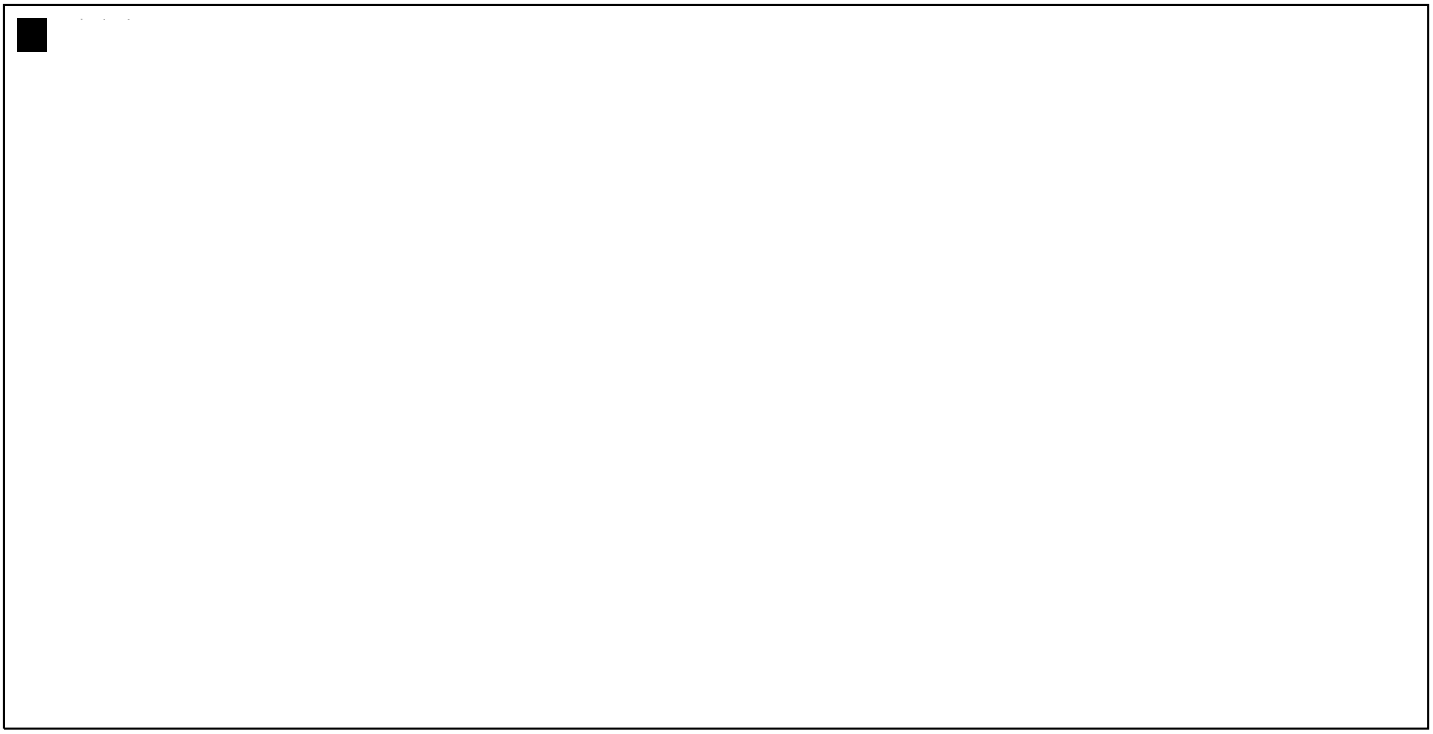
Thank you,
Ashma

Ashma:
Here it is: Metrolinx gave a presentation to the Highland Creek Community today over their issues with the centre lane busway design.

Here's title page:



And here's slide on page 17. Note last bullet point re Mornelle.



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[redacted]

From: Margaret Parkhill
Sent: Monday, May 10, 2021 11:22 AM
To: Lauren Wilcox
Cc: Marianne Alden
Subject: FW: Durham-Scarborough BRT meeting with [redacted]

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Monday, May 10, 2021 11:08 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: DSBRT@metrolinx.com; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Subject: RE: Durham-Scarborough BRT meeting with [redacted]

Good morning Margaret,

Thank you for sending the e-mail.

We will review it and if we have any questions we will get back to you.

Have a good day.

Best regards

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, May 06, 2021 4:20 PM
To: [redacted]
Cc: DSBRT@metrolinx.com; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Subject: RE: Durham-Scarborough BRT meeting with [redacted]

Good afternoon [redacted],

Thank you for taking the time to meet with us on March 25 to discuss [redacted] operations and the Durham-Scarborough Bus Rapid Transit project.

Attached is a summary of the discussion for your review and comment. This meeting summary will form part of the public record for this project.
If you have any comments on the summary, we kindly request you provide them in writing by next Friday, May 14.
Also attached is the slide deck shared during the meeting.

We appreciate you taking the time to discuss your concerns with us.
If you have any other questions, you can send them to the project team at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

[redacted]

From: Margaret Parkhill
Sent: Monday, May 10, 2021 2:54 PM
To: Lauren Wilcox
Cc: Marianne Alden
Subject: FW: CHER PTE

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lauren, please track and file.
I will ask Metrolinx to BCC both of you in place of Hailey so that I don't miss forwarding any to you.
Thanks,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, May 10, 2021 2:42 PM
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; David Phalp <David.Phalp@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: CHER PTE

Hello [redacted]

Hope you had a lovely weekend.

Our office is pleased to be following up with answers to your questions from your recent discussion with Darcy Wilshire, Project Manager, Environmental Programs & Assessment. Please see responses below:

- **Why we need to complete the study (CHER)?**
    - The CHER is required because the property at 3344 Ellesmere Road falls within the study area for the Durham-Scarborough Bus Rapid Transit Project (DSBRT) and was identified as having potential cultural heritage value during initial heritage screening undertaken for the Cultural Heritage Report. The purpose of the CHER is to determine if the property retains cultural heritage value or interest. The CHER will include additional research into the property, a field review, and an evaluation to determine if the property meets heritage criteria under Regulation 9/06 of the Ontario Heritage Act.

- **What are the consequences of the report (what does it say, who does it go to), will the COT see it, is it possible the COT will register the property based on our report?**
    - The report is in development, but several outcomes are possible. If the CHER finds that the property does not retain cultural heritage value under Ontario Regulation 9/06, no further action will be recommended regarding heritage protection or assessment for the property.
    - If the CHER finds that the property does retain cultural heritage value, a recommendation will be made to undertake a Heritage Impact Assessment in order to assess and mitigate any direct or indirect impacts to the property resulting from the planned infrastructure improvements.

- The CHER will be submitted to Metrolinx, to the Ministry of Heritage, Sport, Tourism and Culture Industries, and to the City of Toronto's Heritage Preservation Services. It is possible that based on the findings of the report, the City of Toronto may decide to initiate the process to list the property on its heritage register or to designate it under the Ontario Heritage Act, though this does not always happen and is not necessarily a required outcome of the CHER.

- **What are the next steps if CHVI are identified?**
  - See above.

- **What are the anticipated impacts to this property by our project (if we're able to identify measurements, that would be helpful)?**
  - The proposed infrastructure improvements along the north side of Ellesmere Road are anticipated to result in significant encroachment on to the property at 3344 Ellesmere Road, which will require removal/relocation of the residence on this property (a direct adverse impact). To accurately assess the impacts, photographs of heritage elements in the interior of the house would be helpful, and photographs of exterior elevations of the house, any other buildings on the property, and general shots of the backyard would be helpful, if access is not to be granted to the property.

We hope that you find this information helpful.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Toronto East regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:31 PM
To: Margaret Parkhill; Hopper, David; Kristin Demasi
Cc: Marianne Alden; Lauren Wilcox; Oscar A Tapia; Theresa Tran
Subject: FW: Contact the DSBRT Team - Follow up to the April 22, Whitby Council Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi team,

Please see inquiry below that Councillor Newman jumped in on – can you kindly provide a couple paragraphs on the below (in yellow) we can incorporate into a response to the resident/councillor's office.

Thanks!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Newman, Deidre <newmand@whitby.ca>
Sent: May 19, 2021 11:06 AM
To: [redacted]
Cc: DSBRT <DSBRT@metrolinx.com>; Internet, Council <council@whitby.ca>
Subject: Re: Contact the DSBRT Team - Follow up to the April 22, Whitby Council Meeting

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Dear [redacted]

Thank you for your note. I am following up to ask if you received a response from Metrolinx to your question, which I consider to be important.

There is a public meeting which is being organized by Metrolinx on May 20, 2021 at 6:30 pm. You may register by metrolinxengage.com

If you wish to speak further or meet outside your home following safety protocols to speak about the BRT proposal on May 21, 2021 in the late afternoon, I would be happy to do so.

Kind regards,

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

On May 10, 2021, at 11:17 AM, [redacted] wrote:

[EXTERNAL EMAIL]

Re: Follow up to the April 22, Whitby Council Meeting

I was heartened to see in the April 22 Metrolinx presentation that consideration was given to reducing the intrusive nature of the proposed highway through parts of residential old Whitby. I refer specifically to the new 1b section.

I wonder, however why you did not extend the single lane westbound general traffic lane all the way to McQuay rather than stopping at Raglan. It is less than 300 yards and is over a bridge. Why not continue to the signalled intersection at McQuay?

In fact why not simplify the whole stretch from McQuay to Cochrane with single lane general traffic each way as well as the two dedicated bus lanes? It will be 4 lanes instead of the currently proposed 5. This is an old residential area and in spite of whatever intensification takes place along Dundas, will still not have the same kind of density that is happening west of McQuay.

Thank you for your consideration of this note.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 11, 2021 2:26 PM
To: [redacted]
Cc: Theresa Tran; Durham Region
Subject: Meeting Follow Up

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted],

Thank you again for taking the time to meet with us last week.

Please find the vivaNext safety statistics we discussed from the York Region Rapid Transit Corporation on page 21 here.

Please let us know if you need any further information.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 11, 2021 2:44 PM
To: [redacted]
Cc: Theresa Tran; Durham Region
Subject: Downtown Whitby BIA Meeting with Metrolinx

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for taking the time to attend the BIA meeting yesterday evening.

Please let us know if you have any additional feedback, or if there are any further questions we can help answer.

We'd be pleased to meet with you virtually, should you have an interest.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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[redacted]

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: Thursday, May 13, 2021 1:05 PM
To: Kristin Demasi; Margaret Parkhill; Marianne Alden; Lauren Wilcox
Subject: FW: FW: Durham-Scarborough Bus Rapid Transit - Inquiry EML:024400226

Fyi response sent

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: May-13-21 1:00 PM
To: TorontoEast <TorontoEast@metrolinx.com>; Ashma Patel <Ashma.Patel@toronto.ca>; TorontoEast <TorontoEast@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>
Cc: TorontoEast <TorontoEast@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: FW: Durham-Scarborough Bus Rapid Transit - Inquiry EML:024400226

Hi Ashma,

Here is some information for your constituent:

Thank you for your questions regarding the preliminary design concept for the Durham-Scarborough Bus Rapid Transit project.

The preliminary design was presented during Public Information Centre 3 from November 2020 to January 2021 to generate feedback (www.dsbrtmap.ca). You may be interested to review the PDF design plans, which provide more details on the design.

Note this version is from November 2020 and the design is in the process of being refined:

https://www.metrolinxengage.com/sites/default/files/toronto_2020-11-12.pdf

The project team continues to refine the design based on feedback received from the public, stakeholders and City of Toronto staff. We can provide the following updates on potential design refinements at the specific locations noted.

1. On the north side of Ellesmere Road, west of Scarborough Golf Club Road, the City is currently planning a bi-directional cycle track with a separate sidewalk. To provide continuous walking and cycling facilities, the preliminary design will be refined to add a sidewalk on the north side of Ellesmere Road east of this intersection.

On the south side of Ellesmere Road, west of Scarborough Golf Club Road, the design includes an eastbound cycle track with a separate sidewalk. This transitions to a multi-use path east of Scarborough Golf Club Road which will serve both walking and cycling on the south side of Ellesmere Road.

2. On the north side of Ellesmere Road, west of Orton Park Road, the preliminary design will be refined to add a sidewalk beside the bi-directional cycle track. East of Orton Park Road, the TRCA is currently planning a connection to the multi-use Meadoway Trail, which is noted on the plans but not drawn between Orton Park to west of the Highland Creek bridge. A sidewalk is shown on the north side for people to walk across the Highland Creek bridge while minimizing impacts to the valley and natural features.

On the south side of Ellesmere Road, through the Orton Park Road intersection, the preliminary design shows a multi-use path which will serve both walking and cycling.

3. There will be property impacts and tree impacts along Ellesmere Road. The project is currently in the preliminary design and environmental assessment stage. The project team is working to minimize the project footprint to minimize impacts to property as much as possible. Most property takings are within the city's designated right-of-way. Metrolinx or the City of Toronto will work with affected property owners as the project moves into detail design. An arborist report is underway to identify impacted trees and develop mitigation strategies. Tree impacts will be compensated following City of Toronto and Toronto and Region Conservation Authority requirements.

The preliminary design will be shared again with the public at Public Information Centre #4, currently planned for Summer 2021.

Please email DSBRT@metrolinx.ca to sign up to the project mailing list to receive project updates.

Regards,

Carmen

---------- Original Message ----------
From: TorontoEast@metrolinx.com
Received: 5/6/2021 2:59 PM
To: <Toronto East>; Ashma Patel; Toronto East
Cc: <Toronto East>; Toronto East
Subject: RE: FW: Durham-Scarborough Bus Rapid Transit - Inquiry EML:024400226

Hi Ashma,

Thank you for sharing this inquiry. I will respond back as soon as possible.

Regards,

Carmen Rapati
Community Relations & Issues Specialist
Toronto East
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6
416-202-3900
torontoeast@metrolinx.com

To sign up and receive our Toronto East enewsletter, click here.

From: Ashma Patel <Ashma.Patel@toronto.ca>
Sent: May-05-21 2:09 PM
To: Carmen Rapati <Carmen.Rapati@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit - Inquiry

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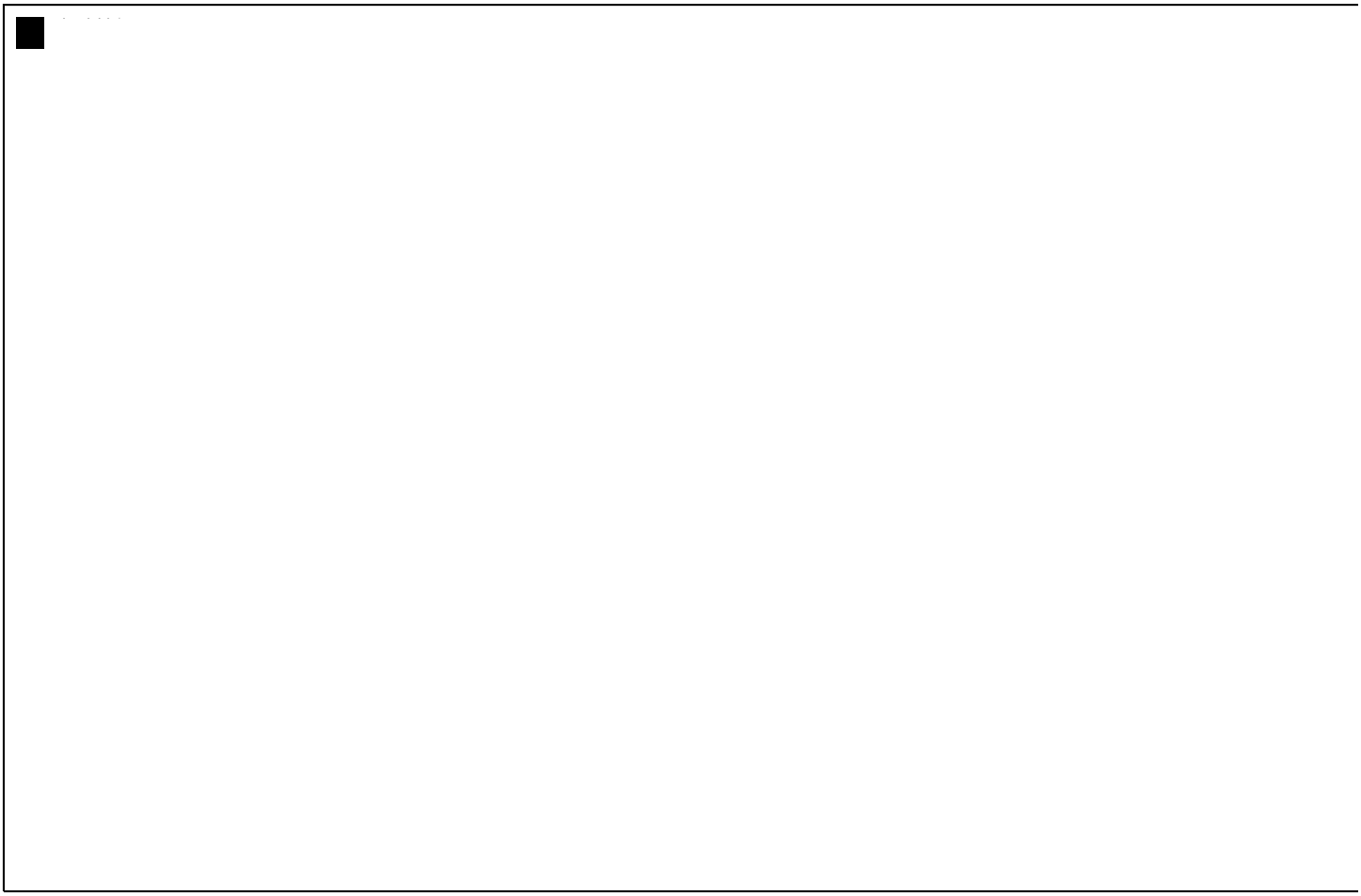
Good afternoon Carmen,

Hope all is well. Received an inquiry from a resident who stated that on Ellesmere East of Scarborough Golf Club Rd, Orton Park there won't be a sidewalk. Plus what are the plans for tree removal and replacement. Can you look into these concerns and get back to our office.

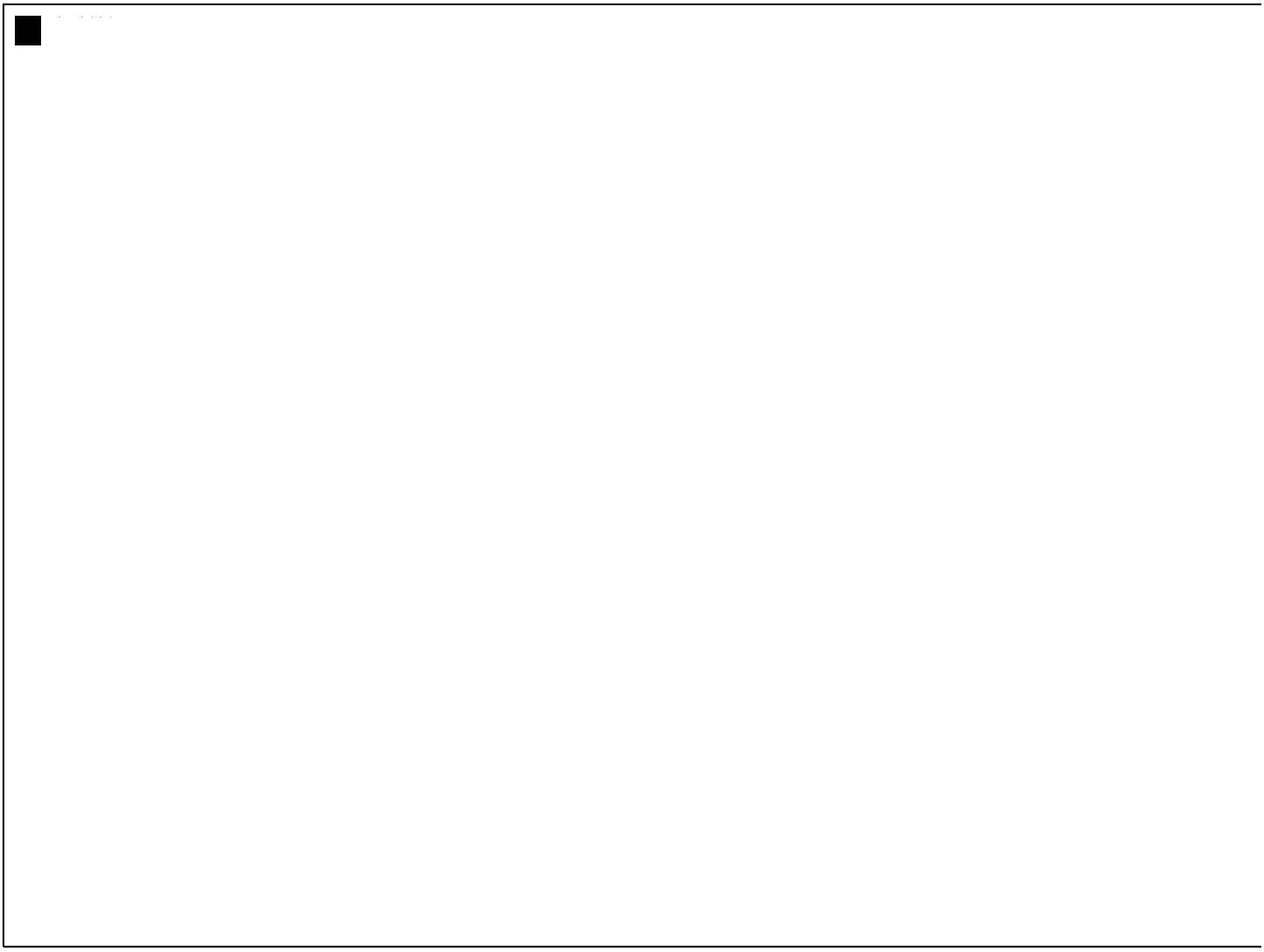
Here is a piece of their plans for the busway at Scarborough Golf Club Road.

West of the intersection the grey lines are their proposed new sidewalks on both sides.

If you look closely you will see there are no grey lines = no proposed sidewalks east of the intersection



Here's Metrolinx plan for Orton Park intersection. There is a proposed bike path in green on the south side of Ellesmere…but no grey lines = no sidewalks?



You can see the originals from which these two images are taken at https://www.dsbrtmap.ca/

When is Metrolinx going to tell you/your constituents how much of their back yards they are going to expropriate to build this massive thing…how many trees they are going to have to cut down to widen all along Ellesmere and especially at intersections?

Ashma Patel

Constituency Assistant

Office of Councillor Paul W. Ainslie

Ward 24 Scarborough-Guildwood

Email: ashma.patel@toronto.ca

Tel: 416-396-4264

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 20, 2021 12:36 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: DBSRT viewable map

Follow Up Flag: Follow up
Flag Status: Flagged

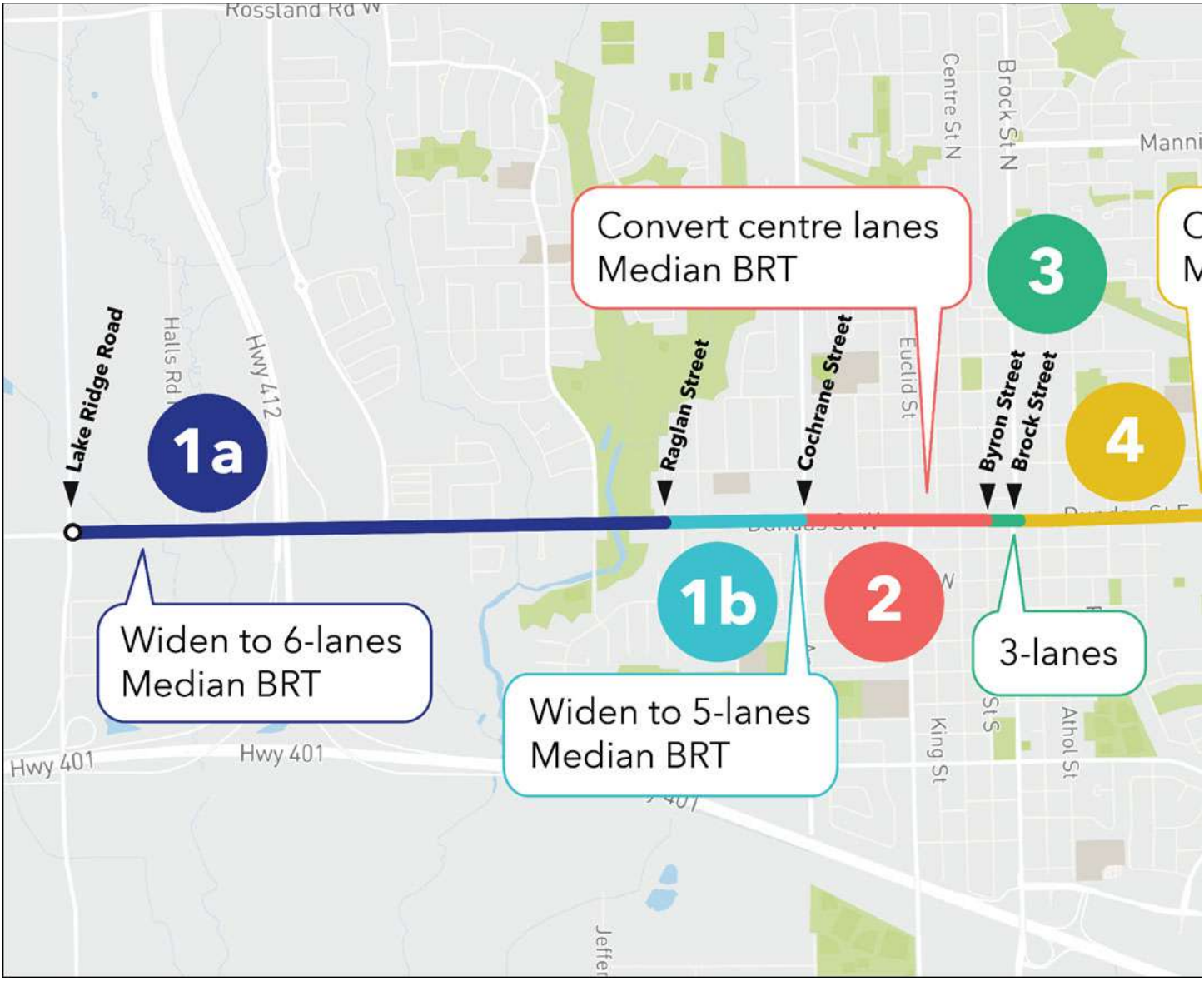
Hi [redacted]

Thank you for your e-mail.

Please see the most current alignment infographic below for further context.

The latest refinements to the project plan reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We hope you'll be attending our virtual open house tonight (May 20, 2021) from 6:30 - 8:00 p.m. on Metrolinx Engage. During the open house, we will be sharing the latest refinements to the plan, and have plenty of time for questions from the community. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.



We hope this information is helpful. Please let us know if you have any further questions.

Best,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

From: [redacted]
Sent: May 15, 2021 1:53 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: DBSRT viewable map

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Hello. I have received your flyer on "Delivering Bus Rapid Transit to Support your growing community". I am afraid that the descriptions at the back of the flyer do not make any sense to me, Can you please provide a map of each proposed change.

Thanking you in advance
--

Regards

[redacted]

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[redacted]

From: Margaret Parkhill
Sent: Tuesday, May 18, 2021 2:40 PM
To: [redacted] DSBRT
Cc: [redacted] Kristin Demasi
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted],
Thank you for your email and interest in the May 20 meeting for the Durham-Scarborough Bus Rapid Transit project. The meeting this Thursday will be specifically focused on the preliminary design through the Town of Whitby. We will not be discussing the Toronto segment.

We welcome anyone to attend on May 20. However, we ask that if you are letting people know about the meeting to also please inform them that the meeting will be focused on Whitby specifically. We are happy to organise another separate meeting with yourself and other businesses to discuss the Toronto segment.

Thank you,
Margaret

Margaret Parkhill, P.Eng.
IBI Group

From: [redacted]
Sent: Monday, May 17, 2021 3:32 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)
Importance: High

Hi [redacted],

We have several people most from Scarborough that are interested in attending this virtual open house so they can get an understating of the preliminary design of this Metrolinx project.

Please let me know if we are able to forward your e-mail to everyone so they can attend the meeting as well.

I am also including some of our neighbours as they too have people interested in attending this meeting since this project will have a very large impact on our daily business with traffic, long term construction as well as major safety issues that have been brought to our attention.

Please advice.

Thank you

[redacted]

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, May 04, 2021 4:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Greetings,

Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.

During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.

We want to hear from you, join us on Metrolinx Engage.

1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
2. Project update and overview will be presented
3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:49 PM
To: [redacted]
Cc: [redacted] Theresa Tran
Subject: RE: Large Sign on our Lawn - [redacted]

Hello [redacted]

Thank you for your e-mail.

Firstly, we do apologize for any sightline barriers the promotional sign is currently creating. The signage will only be erected until the end of the week as it's intention is to garner more attention for the upcoming public engagement tomorrow.

Metrolinx procured the sign through CurbEx who works directly with the municipality to coordinate permits for installation in the public right-of-way.

Please let me know if you have any other questions.

Kindest regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 17, 2021 4:35 PM
To: DSBRT <DSBRT@metrolinx.com>; [redacted]
Subject: Large Sign on our Lawn - [redacted]

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Hello!

Just wondering - I arrived at our office - [redacted] this morning and there was a very large sign on our lawn impeding our Company Sign and wondered who you got permission from to put the sign here? Picture is attached.

I am the Manager of the office and no one had approached me for permission or approval. Please advise.

Thank you!

Warm Regards....

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 18, 2021 12:30 PM
To: [redacted]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hi [redacted],

Thank you for contacting our team regarding your concerns with the Durham-Scarborough Bus Rapid Transit Project. As the dedicated Community Relations Specialist on the project, I am happy to respond.

The Durham-Scarborough Bus Rapid Transit corridor proposes approximately 36 kilometres of Bus Rapid Transit infrastructure along Highway 2 and Ellesmere Road connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. The corridor will improve connections between TTC, DRT and GO Transit services, allowing transit riders to get where they are going faster than before.

Many studies went into selecting Dundas Street and Highway 2 as the preferred transit corridor. As part of the work to create the 2041 Regional Transportation Plan, Metrolinx worked with municipalities in the GTHA to evaluate future growth areas and transportation needs in the region. In Durham, Highway 2 was identified as a key corridor for rapid transit, building on existing Durham Region Transit services and ridership. Most importantly, Highway 2 connects key destinations, existing population and employment centres, and high growth areas in Durham Region and Toronto. Other corridors in Durham Region, like Taunton Road, have also been identified in the 2041 Regional Transportation Plan for priority bus routes. Planning and preliminary design for other corridors will happen in sequence.

Taunton Road and Bayly/Victoria Street were identified in the 2041 Regional Transportation Plan for priority bus service. Ellesmere Road and Highway 2 were identified and selected for Bus Rapid Transit as it provides unparalleled connectivity to existing downtowns and future urban growth centres, major post-secondary institutions, and builds on the investments by Durham Region to date in PULSE service. The corridor is expected to attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities and employment across the Toronto and Durham boundary. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street.

With respect to the preliminary design, we are still looking at opportunities to improve the project's benefits while further reducing the impacts that the community has expressed concern about, such as traffic diversion.

Hamilton has fast become a destination where more Canadians choose to live, work and play. Metrolinx is committed to serving the needs of this community by working to expand GO Transit service in the area.

Our commitment is to continue to bring incremental increases in rail service to Hamilton, which will progress as we reach agreements with our rail partners at CN and CP who own all of the tracks west of Aldershot. For more information about GO Expansion in Hamilton, please visit http://www.metrolinx.com/en/greaterregion/regions/hamilton.aspx.

In addition to expanding GO Transit, funding commitments were recently announced to advance the Hamilton Light Rail Transit (LRT) project. For more information, you may wish to read this news release.

Once again, [redacted], thank you for taking the time to share your feedback with us. As we move through the phases of this project, we look forward to continuing to work with the community.

If you haven't done so already, I would encourage you to subscribe for our e-newsletter to stay up to date on the project.

Kind regards,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May 17, 2021 4:43 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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[redacted]

Submitted on Monday, May 17, 2021 - 16:42

Your name: [redacted]

Your e-mail address: [redacted]

Subject: No to Metrolinx in Durham Region

Message: No to Metrolinx connection to Durham Region! Stop further Urban sprawl now! Continue the move westward towards Hamilton and beyond instead.

The results of this submission may be viewed at:

https://www.metrolinxengage.com/en/node/522/submission/23574

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[redacted]

From: Margaret Parkhill
Sent: Friday, June 4, 2021 9:56 AM
To: Andrew Au; 'Kristin Demasi'; Oscar A Tapia; David Phalp (David.Phalp@metrolinx.com); Carmen Rapati
Cc: Alan Filipuzzi; Marianne Alden; Hopper, David; Lauren Wilcox
Subject: DSBRT - Ellesmere Businesses #3 planning

Hi Andrew,
We're thinking of arranging a meeting with Ellesmere Businesses after June 22 and before June 30.
Would it makes sense to coordinate the day/time with your Economic Development office?
We can also ask [redacted] to provide a list of contacts – although [redacted] has offered to help coordinate the meeting day/time.
Let me know what you think,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: Tuesday, June 1, 2021 11:27 AM
To: 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>; Marianne Alden <marianne.alden@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>
Cc: Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hi Kristin,

Just wanted to follow up to see if a meeting is scheduled yet (if still needed). I just want to coordinate our staff report in July.

Thanks,

Andrew Au
Senior Transportation Planner
City Planning
City of Toronto

416-395-7163
Andrew.Au@toronto.ca



From: Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]
Sent: May 18, 2021 8:18 PM

To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; David Hopper <David.Hopper@parsons.com>; Marianne Alden <marianne.alden@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: FW: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Andrew FYI
Margaret let us know when you think we have time to meet- maybe sometime end of June?

From: [redacted]
Sent: May-18-21 3:11 PM
To: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

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Hi Caroline

Hope you are doing well.

Can you send us the link where we need to register for the virtual meeting.

Thank you.

Abdullah

From: [redacted]
Sent: Tuesday, May 18, 2021 2:46 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)
Importance: High

Hi Margaret,

Thanks for the clarify the main focus (Whitby) of the meeting.

Yes we would definitely need one for the Toronto specifically Scarborough region.

Please let us know when that can happen and we will find out if that specific date would work with everyone's schedule and get back to you.

Thanks again.

[redacted]

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, May 18, 2021 2:40 PM
To: [redacted] DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hi [redacted],
Thank you for your email and interest in the May 20 meeting for the Durham-Scarborough Bus Rapid Transit project. The meeting this Thursday will be specifically focused on the preliminary design through the Town of Whitby. We will not be discussing the Toronto segment.

We welcome anyone to attend on May 20. However, we ask that if you are letting people know about the meeting to also please inform them that the meeting will be focused on Whitby specifically. We are happy to organise another separate meeting with yourself and other businesses to discuss the Toronto segment.

Thank you,
Margaret

Margaret Parkhill, P.Eng.
IBI Group

From: [redacted]
Sent: Monday, May 17, 2021 3:32 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)
Importance: High

Hi Margaret,

We have several people most from Scarborough that are interested in attending this virtual open house so they can get an understating of the preliminary design of this Metrolinx project.

Please let me know if we are able to forward your e-mail to everyone so they can attend the meeting as well.

I am also including some of our neighbours as they too have people interested in attending this meeting since this project will have a very large impact on our daily business with traffic, long term construction as well as major safety issues that have been brought to our attention.

Please advice.

Thank you

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, May 04, 2021 4:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Greetings,

Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.

During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.

We want to hear from you, join us on Metrolinx Engage.

1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
2. Project update and overview will be presented

3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:26 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Please forward all new information on dsbrt. jjcsenge@gmail.com

Hello [redacted],

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 18, 2021 2:17 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Please forward all new information on dsbrt. jjcsenge@gmail.com

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:18 PM
To: [redacted]
Cc: Theresa Tran; Margaret Parkhill
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

Thank you for your e-mail.

You will be getting a reminder e-mail with information on how to access the event tomorrow – I've included the information below as well.

Write your question and vote

To watch the event and submit written questions, which are answered based on popularity (voting), join the meeting at 6:30 p.m. using the following link: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

Call-in with your questions

As we continue to evolve the virtual engagement format, we are adding a call-in option for tomorrow's meeting.

Join the Zoom meeting at 6:30 p.m. using the following link: https://us05web.zoom.us/j/83067092772?pwd=ZFgvL3BKakJJN0dzOGVYVjZwUUw2Zz09 and raise your hand to ask your question direct to the project panel. Please note that questions will be taken on a first come, first serve basis. We aim to keep each questions and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

Please let us know if you require any additional information.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: Tuesday, May 18, 2021 5:32 PM

To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello Margaret,

I am registered for the Whitby LIVE event to be held on Thursday May 18th. However, I need clarification on specifically how I will be able to access the event. Once I download the Metrolink engage.com website, what are the next steps required in order for me to view the event "Live"?

[redacted]

On Tue., May 4, 2021, 4:10 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
>
> During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.
>
> **We want to hear from you, join us on Metrolinx Engage.**
>
> 1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
>
> 2. Project update and overview will be presented
>
> 3. Ask your questions
>
> To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.
>
> We hope you'll be able to join us.

Sincerely,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Margaret Parkhill
Sent: Wednesday, May 19, 2021 1:58 PM
To: Marianne Alden; Lauren Wilcox
Cc: Christopher Sauvageau
Subject: FW: RE: Durham - Scarborough Bus Rapid Transit

Track the bounce back and remove the email address from the active project mailing list – but keep the email address at the bottom for future reference.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: postmaster@sglplanning.ca <postmaster@sglplanning.ca>
Sent: Wednesday, May 19, 2021 1:39 PM
To: Margaret Parkhill
Subject: Undeliverable: RE: Durham - Scarborough Bus Rapid Transit

[redacted]

Your message to [redacted] couldn't be delivered.

[redacted]

margaret.parkhill	**Office 365**	**achee**
Action Required		Recipient

Unknown To address

How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.

- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: Fix email delivery issues for error code 5.1.10 in Office 365, and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.1.10

This error occurs because the sender sent a message to an email address hosted by Office 365 but the address is incorrect or doesn't exist at the destination domain. The error is reported by the recipient domain's email server, but most often it must be fixed by the person who sent the message. If the steps in the **How to Fix It** section above don't fix the problem, and you're the email admin for the recipient, try one or more of the following:

The email address exists and is correct - Confirm that the recipient address exists, is correct, and is accepting messages.

Synchronize your directories - If you have a hybrid environment and are using directory synchronization make sure the recipient's email address is synced correctly in both Office 365 and in your on-premises directory.

Errant forwarding rule - Check for forwarding rules that aren't behaving as expected. Forwarding can be set up by an admin via mail flow rules or mailbox forwarding address settings, or by the recipient via the Inbox Rules feature.

Recipient has a valid license - Make sure the recipient has an Office 365 license assigned to them. The recipient's email admin can use the Office 365 admin center to assign a license (Users > Active Users > select the recipient > Assigned License > Edit).

Mail flow settings and MX records are not correct - Misconfigured mail flow or MX record settings can cause this error. Check your Office 365 mail flow settings to make sure your domain and any mail flow connectors are set up correctly. Also, work with your domain registrar to make sure the MX records for your domain are configured correctly.

For more information and additional tips to fix this issue, see [Fix email delivery issues for error code 5.1.10 in Office 365](#).

Original Message Details

Created Date:	2021-05-19 5:38:37 PM
Sender Address:	margaret.parkhill@ibigroup.com
Recipient Address:	[redacted]
Subject:	RE: Durham - Scarborough Bus Rapid Transit

Error Details

Reported error:	*550 5.1.10 RESOLVER.ADR.RecipientNotFound; Recipient [redacted] not found by SMTP address lookup*
DSN generated by:	YTOPR0101MB1882.CANPRD01.PROD.OUTLOOK.COM

Message Hops

HOP	TIME (UTC)	FROM	TO	WITH
1	2021-05-19 5:38:38 PM	DS7PR20MB4064.namprd20.prod.outlook.com	DS7PR20MB4064.namprd20.prod.outlook.com	mapi
2	2021-05-19 5:38:38 PM	DS7PR20MB4064.namprd20.prod.outlook.com	DM5PR20MB1370.namprd20.prod.outlook.com	Microsoft cipher=TI
3	2021-05-19 5:38:39 PM	NAM10-BN7-obe.outbound.protection.outlook.com	TO1CAN01FT004.mail.protection.outlook.com	Microsoft cipher=TI
4	2021-05-19 5:38:40 PM	TO1CAN01FT004.eop-CAN01.prod.protection.outlook.com	YT1PR01CA0093.outlook.office365.com	Microsoft cipher=TI
5	2021-05-19 5:38:40 PM	YT1PR01CA0093.CANPRD01.PROD.OUTLOOK.COM	YTOPR0101MB1882.CANPRD01.PROD.OUTLOOK.COM	Microsoft cipher=TI


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 by DM5PR20MB1370.namprd20.prod.outlook.com (2603:10b6:3:91::19) with
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 2021 17:38:38 +0000
Received: from DS7PR20MB4064.namprd20.prod.outlook.com
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 ([fe80::28f8:796f:9c2a:e2e2%6]) with mapi id 15.20.4129.033; Wed, 19 May 2021
 17:38:38 +0000
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
To: "achee@sglplanning.ca" <achee@sglplanning.ca>
CC: DSBRT <DSBRT@metrolinx.com>, Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Durham - Scarborough Bus Rapid Transit
Thread-Topic: Durham - Scarborough Bus Rapid Transit
Thread-Index: AQHW9n537lLqXYlaq0qR1fxAnaRyoqo/JttggKyV6SA=
Date: Wed, 19 May 2021 17:38:37 +0000
Message-ID:
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Return-Path: margaret.parkhill@ibigroup.com
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X-EOPTenantAttributedMessage: 445cea38-d217-48ab-9fda-d88959acd7ab:0
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X-MS-Office365-Filtering-Correlation-Id-Prvs:
	0d54f018-b60b-4826-efb5-08d91aecef64

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 20, 2021 10:06 AM
To: [redacted]
Cc: [redacted] Theresa Tran
Subject: RE: Large Sign on our Lawn - [redacted]
Attachments: MAP.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hi [redacted],

Thank you very much. Again, apologies for any inconvenience caused by the signage it will be picked up tomorrow.

We circled back with CurbEx on their process for determining right-of-way in Durham Region and they use a publicly available GIS tool. The mapping system can be found at the following link:
https://www.durham.ca/en/discovering-durham/maps-gis.aspx

They also provided a photo showing the property line (attached).

Hope this helps and please let me know if you need any further details.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: [redacted]
Sent: May 19, 2021 1:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Re: Large Sign on our Lawn - [redacted]

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Hello Jocelyn!

While I appreciate the intent and the procurement through Curbex to coordinate the permits for public right of way - this sign is on our private property - on our lawn obstructing our personal signage. We were not notified or asked for

permission to place the sign on private property. I don't know where Curbex would have thought this was public right of way - it is clearly a private business.

We will allow the sign to remain until Friday - we would ask in the future to obtain permission or we would require removal of any signage in the future.

Thank you for your response.

Warm Regards....

[redacted]

On Wed, May 19, 2021 at 12:49 PM DSBRT <DSBRT@metrolinx.com> wrote:

> Hello [redacted],
>
> Thank you for your e-mail.
>
> Firstly, we do apologize for any sightline barriers the promotional sign is currently creating. The signage will only be erected until the end of the week as it's intention is to garner more attention for the upcoming public engagement tomorrow.

Metrolinx procured the sign through CurbEx who works directly with the municipality to coordinate permits for installation in the public right-of-way.

Please let me know if you have any other questions.

Kindest regards,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx

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From: [redacted]
Sent: May 17, 2021 4:35 PM
To: DSBRT <DSBRT@metrolinx.com>; [redacted]
Subject: Large Sign on our Lawn - [redacted]

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Hello!

Just wondering - I arrived at our office - [redacted], this morning and there was a very large sign on our lawn impeding our Company Sign and wondered who you got permission from to put the sign here? Picture is attached.

I am the Manager of the office and no one had approached me for permission or approval. Please advise.

Thank you!

Warm Regards....

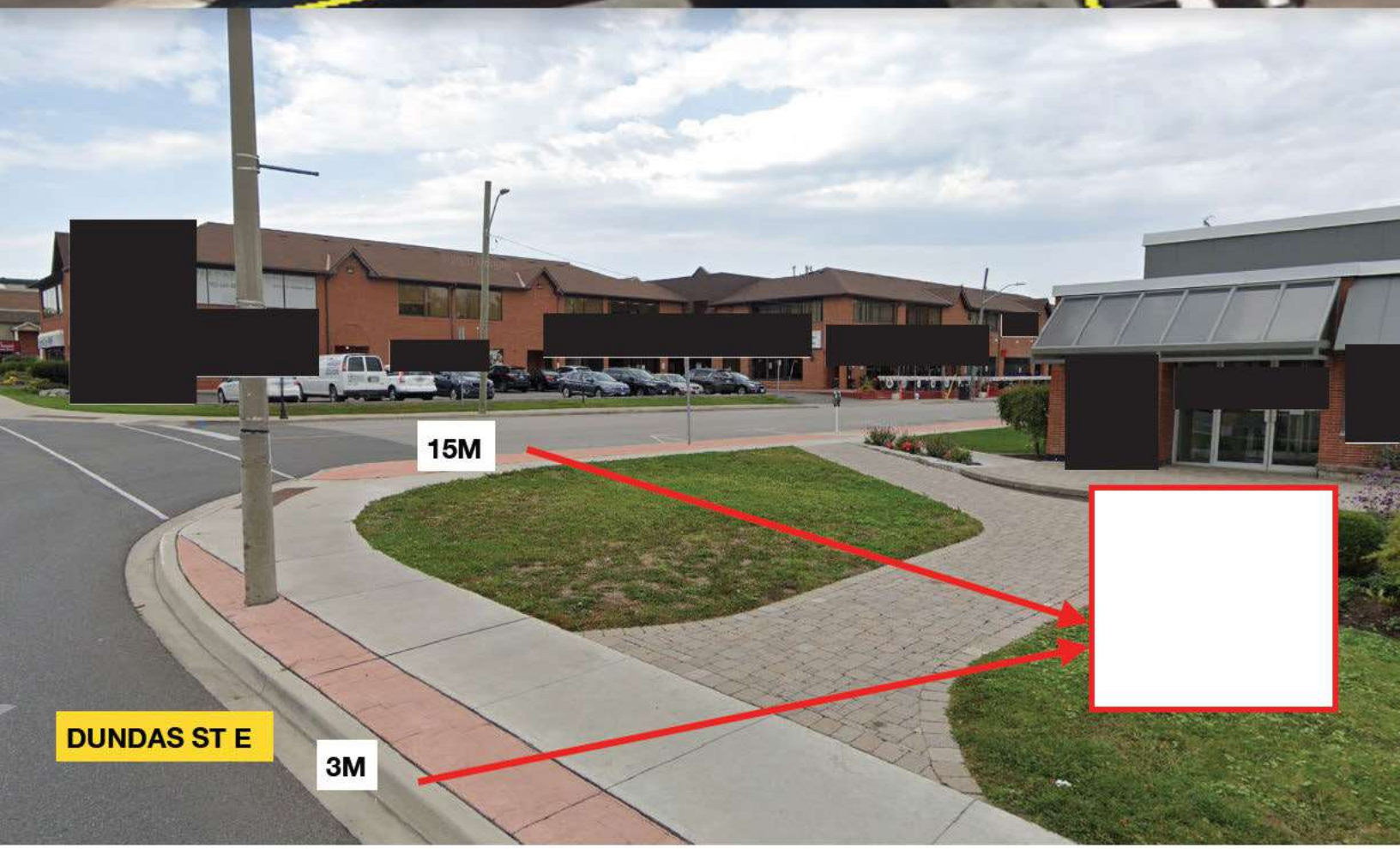
[redacted]

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Perry St & Dundas St E, Whitby - MAP





15M FROM INTERSECTION

3M FROM ROADSIDE

[redacted]

From: Margaret Parkhill
Sent: Wednesday, May 19, 2021 8:45 PM
To: [redacted]
Cc: DSBRT
Subject: RE: *RESPONSE REQUESTED PLEASE* Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)
Attachments: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
The DSBRT project email sent a reply today at 12:18 pm – see copy attached.
Perhaps the email ended up in your spam or junk folder?

Please keep an eye out for the reminder email tomorrow, May 20.
I've included the information below as well.

Write your question and vote

To watch the event and submit written questions, which are answered based on popularity (voting), join the meeting at 6:30 p.m. using the following link: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

Call-in with your questions

As we continue to evolve the virtual engagement format, we are adding a call-in option for tomorrow's meeting.

Join the Zoom meeting at 6:30 p.m. using the following link: https://us05web.zoom.us/j/83067092772?pwd=ZFgvL3BKakJJN0dzOGVYVjZwUUw2Zz09 and raise your hand to ask your question direct to the project panel. Please note that questions will be taken on a first come, first serve basis. We aim to keep each questions and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

Let me know if you have any other questions,
Margaret

From: [redacted]
Sent: Wednesday, May 19, 2021 7:19 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: *RESPONSE REQUESTED PLEASE* Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello, could you please send me a response to the e-mail I sent you yesterday re how I can access the Open House tomorrow.

[redacted]

On Tue., May 18, 2021, 5:32 p.m. [redacted] wrote:

Hello Margaret,

I am registered for the Whitby LIVE event to be held on Thursday May 18th. However, I need clarification on specifically how I will be able to access the event. Once I download the Metrolink engage.com website, what are the next steps required in order for me to view the event "Live"?

[redacted]

On Tue., May 4, 2021, 4:10 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
>
> During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.
>
> **We want to hear from you, join us on Metrolinx Engage.**
>
> 1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
>
> 2. Project update and overview will be presented
>
> 3. Ask your questions
>
> To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.
>
> We hope you'll be able to join us.
>
> Sincerely,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:18 PM
To: [redacted]
Cc: Theresa Tran; Margaret Parkhill
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Good afternoon,

Thank you for your e-mail.

You will be getting a reminder e-mail with information on how to access the event tomorrow – I've included the information below as well.

Write your question and vote

To watch the event and submit written questions, which are answered based on popularity (voting), join the meeting at 6:30 p.m. using the following link: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

Call-in with your questions

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Please let us know if you require any additional information.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: Tuesday, May 18, 2021 5:32 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

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[redacted]

On Tue., May 4, 2021, 4:10 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
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>
> 2. Project update and overview will be presented
>
> 3. Ask your questions
>
> To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.
>
> We hope you'll be able to join us.
>
> Sincerely,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

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[redacted]

From: Margaret Parkhill
Sent: Wednesday, May 19, 2021 5:40 PM
To: Kristin Demasi; [redacted]
Cc: Jocelyn Stenner; Andrew Au; DSBRT; Marianne Alden
Subject: RE: [redacted] Feedback on Durham-Scarborough BRT

Follow Up Flag: Follow up
Flag Status: Completed

Hi [redacted]
Yes both May 26 and 27 from 2 to 4 pm work for us.
We should only need an hour.

If possible, I'd prefer Thursday May 27 from 2 to 3 pm?
Let us know what works best for your volunteers, and we'll send out a Microsoft Teams meeting invitation.
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, May 19, 2021 1:13 PM
To: [redacted]
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; Marianne Alden <marianne.alden@ibigroup.com>
Subject: Re: Cycle Toronto Feedback on Durham-Scarborough BRT

Thanks [redacted]
I'm ok for those dates but I'll let Margaret confirm on her end

Thanks
Kristin

From: [redacted]
Sent: Wednesday, May 19, 2021 1:12:03 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; DSBRT <DSBRT@metrolinx.com>; Marianne Alden <marianne.alden@ibigroup.com>
Subject: Re: Cycle Toronto Feedback on Durham-Scarborough BRT

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Hi Kristin,

Thank you for reaching out. Yes, it has been busy on our end too, I can sympathize. We would still like to meet. Are the 2pm-4pm windows on May 26 and 27 still available? I've reached out to a local resident volunteer of ours to see if that works for them. Either should work for us.

Thanks,
[redacted]

On Thu, May 13, 2021 at 11:17 AM Kristin Demasi <Kristin.Demasi@metrolinx.com> wrote:

Hi [redacted]

My apologies for our late response- I have rejoined the project and still catching up on things. We have been quite busy with some additional consultation recently but still want to meet with you.

Can we reschedule for May 26 or 27? We can make 2-4pm work or evenings if that suits you better.

Let me know

Sorry again

Kristin

From: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Sent: April-27-21 4:41 PM
To: [redacted]
Cc: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Cycle Toronto Feedback on Durham-Scarborough BRT

Hi [redacted]

Planning for a one-hour meeting, we are available any time between 2pm and 4pm –and possibly up to 5pm:

- Monday, May 17th
- Thursday, May 20th

We would prefer afternoons as we have a few parents on the team, but if evenings are the only times that work for your volunteers, we could try for:

- Monday, May 17th between 5pm and 7pm
- Wednesday, May 19th between 5pm and 7pm

Thank you,

LEE CARAGIALE (she/her)

Senior Advisor, Rapid Transit Project Planning
Planning, Design & Sponsorship, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

T: 416-202-7304 C: 647-532-8714

METROLINX

From: [redacted]
Sent: April 26, 2021 9:44 AM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Cc: [redacted] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Re: Cycle Toronto Feedback on Durham-Scarborough BRT

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Hi Lee,

Nice to hear from you. Yes, [redacted] would be happy to meet with the team week of May 17th. Mid-afternoon (say 2pm-4pm) works well that entire week, as do most evenings.

We'd be asking a couple of local volunteers in our working groups to join as well and I suspect evening will be better for them. Is it possible to float a couple options for day and night, and then I can get back to you soon?

And yes, I'm happy to send over a compilation of questions to help guide the conversation.

Many thanks,

[redacted]

On Fri, Apr 23, 2021 at 3:19 PM Lee Caragiale <Lee.Caragiale@metrolinx.com> wrote:

Hi [redacted]

Thank you for your patience. Are you able to meet with the DS BRT team on the week of May 17th and would you prefer meeting during the day or in the evening?

Please let us know your preference and we will be happy to schedule something, and do not hesitate to send us some of your questions in advance so we can make sure to bring relevant materials for discussion.

Kind regards,

LEE CARAGIALE (she/her)

Senior Advisor, Rapid Transit Project Planning
Planning, Design & Sponsorship, Metrolinx
97 Front Street West I Toronto I Ontario I M5J 1E6

T: 416-202-7304 C: 647-532-8714



From: DSBRT <DSBRT@metrolinx.com>
Sent: January 11, 2021 3:06 PM
To: [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: [redacted] Lee Caragiale

<Lee.Caragiale@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Cycle Toronto Feedback on Durham-Scarborough BRT

Hi [redacted]

Thanks for your email. We would be happy to connect with you.

I have cc'd Margaret Parkhill who is our consultant on this project. Margaret and Lee Caragiale from Metrolinx will work with you to find an appropriate time to connect.

I am on leave until Spring 2021 and Lee is taking my place on this project. Please contact Lee if you have any additional questions

Thanks

Kristin

From: [redacted]
Sent: January-11-21 10:42 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: [redacted] Feedback on Durham-Scarborough BRT

Good morning Kristin,

Congratulations on what I hope was a successful PIC for the Durham-Scarborough BRT.

I am writing on behalf of [redacted] ould it be possible to find a time for a call between yourself and Cycle

Toronto to discuss the project? We may also be able to loop in other community leaders from within Scarborough that have various active and public transportation priorities.

Thank you for the consideration,

[redacted]

[redacted]

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[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 20, 2021 12:22 PM
To: [redacted]
Cc: Internet, Council; Newman, Deidre; Theresa Tran
Subject: RE: Contact the DSBRT Team - Follow up to the April 22, Whitby Council Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

The single westbound lane will continue past the rear of the lot of the house on the west side of Raglan. The traffic analysis indicates that two westbound lanes are needed at the McQuay traffic signal to manage the traffic. During detail design, the exact western limit of the single lane will be explored further, but for the purposes of the environmental assessment, the longest section of two-lane roadway has been included.

Along the entire corridor, the traffic analysis indicates that eastbound afternoon traffic is heavier than westbound morning traffic. This is due to the nature of road network in Durham Region, particularly the way Highway 401 widens towards the Durham/Toronto boundary at the Rouge River. As a result, there are fewer westbound delays on the highway in the morning so more drivers choose the highway. In the evening, the narrowing of the highway as traffic moves east creates greater levels of congestion, and more drivers choose to exit the highway earlier and use other routes such as Dundas Street. The traffic analysis indicates that two lanes are required to carry the traffic to the western edge of downtown Whitby. At Cochrane/Annes Street as significant portion of the eastbound traffic turns off Dundas Street to access local neighbourhoods to the north and south of Dundas Street, allowing the single remaining lane to carry the traffic further east through downtown.

The latest refinements to the project plan reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We're pleased you'll be attending our virtual open house tonight (May 20, 2021) from 6:30 - 8:00 p.m. on Metrolinx Engage. During the open house, we will be sharing the latest refinements to the plan, and have plenty of time for questions from the community. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope this information is helpful. Please let us know if you have any further questions.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 19, 2021 9:56 PM
To: Newman, Deidre <newmand@whitby.ca>
Cc: DSBRT <DSBRT@metrolinx.com>; Internet, Council <council@whitby.ca>
Subject: RE: Contact the DSBRT Team - Follow up to the April 22, Whitby Council Meeting

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Dear Ms Newman,

Thanks for your note. No I have not heard back from Metrolinx. I will listen with interest to the Metrolinx presentation on May 20.

I'd be pleased to meet you at my home on Friday late afternoon to discuss the DSBRT project if you have time.

[redacted]

Sent from Mail for Windows 10

From: Newman, Deidre
Sent: May 19, 2021 11:05 AM
To: [redacted]
Cc: dsbrt@metrolinx.com; Internet, Council
Subject: Re: Contact the DSBRT Team - Follow up to the April 22, Whitby Council Meeting

Dear [redacted],

Thank you for your note. I am following up to ask if you received a response from Metrolinx to your question, which I consider to be important.

There is a public meeting which is being organized by Metrolinx on May 20, 2021 at 6:30 pm. You may register by metrolinxengage.com

If you wish to speak further or meet outside your home following safety protocols to speak about the BRT proposal on May 21, 2021 in the late afternoon, I would be happy to do so.

Kind regards,

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

On May 10, 2021, at 11:17 AM, [redacted] wrote:

[EXTERNAL EMAIL]

Re: Follow up to the April 22, Whitby Council Meeting

I was heartened to see in the April 22 Metrolinx presentation that consideration was given to reducing the intrusive nature of the proposed highway through parts of residential old Whitby. I refer specifically to the new 1b section.

I wonder, however why you did not extend the single lane westbound general traffic lane all the way to McQuay rather than stopping at Raglan. It is less than 300 yards and is over a bridge. Why not continue to the signalled intersection at McQuay?

In fact why not simplify the whole stretch from McQuay to Cochrane with single lane general traffic each way as well as the two dedicated bus lanes? It will be 4 lanes instead of the currently proposed 5. This is an old residential area and in spite of whatever intensification takes place along Dundas, will still not have the same kind of density that is happening west of McQuay.

Thank you for your consideration of this note.

[redacted]

Sent from Mail for Windows 10

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Please contact the Town of Whitby immediately if you have received this transmission in error and delete this message.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 19, 2021 12:21 PM
To: [redacted]
Cc: Theresa Tran; Christy Chrus
Subject: RE: Alternative Route

Hello[redacted],

Thanks for your message regarding the Durham-Scarborough Bus Rapid Transit (DSBRT) project. As the Community Relations Specialist on the project, I am happy to respond.

Firstly, I wanted to let you know that Metrolinx and the DSBRT project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core.

I understand your concerns related to parking and would like to clarify a few things:

- The Town already has plans for cycling on Mary Street, which will connect to new cycling infrastructure on Dundas Street west of Raglan and east of Garden
- The DSBRT project will not be removing any parking from Mary Street.
- The DSBRT project will not be removing any parking from Elm Street. In fact, we are adding a parking space on Elm Street to better support the needs of the community.
- The DSBRT project includes expanding the current parking lot at Byron and Elm Streets. As this lot is north of Dundas Street, it will also support businesses on Mary Street.

If you are interested in how this may look visually, I would encourage you to take a look at this presentation. Slide 19 has pictures of the parking we are proposing in the Byron and Elm area.

As we move forward with the project, we are continuing to work with the community. The latest refinements to the project plan reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to our next virtual open house on Thursday, May 20th, 2021 from 6:30 - 7:30 p.m. on Metrolinx Engage. During the open house, we will be sharing the latest refinements to the plan, and have plenty of times for questions from the community. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, I would encourage you to subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

I hope this provides some helpful insights. If you have any other questions, please let me know.

Sincerely,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: April 12, 2021 2:02 PM
To: DSBRT <DSBRT@metrolinx.com>; Christy Chrus <ChrusC@whitby.ca>
Subject: Alternative Route

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Hi Christy I hope your doing well. Can you please send our position and or confirm the relevant contact's for all interested parties in regards to the decision making process f the logistics infrastructure. We have reviewed the proposal for the westbound traffic movement from Brock St along Mary St W. and have some serious concerns as do our [redacted] tenants. First of all we are in high need of extra parking spaces and we will have no flexibility of losing any parking space in front of the retail stores along Mary St. We are in favour of improving the logistics for our community and realize that the ingress or egress can be much easier achieved by utilizing Elm St which is a one way Westbound road at present. In that scenario it is important to mention that we are relying on the present parking spaces along Elm St as well and do not support any reduction in the number of parking space available. Please let me know how we can proceed, regards [redacted]

Sent from my iPhone
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 26, 2021 3:30 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Oshawa Live EVENT - June 3rd (Media Request)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you kindly for reaching out to the Durham-Scarborough Bus Rapid Transit (DSBRT) project team.

I'd be pleased to connect with you to discuss future advertisement opportunities at a mutually agreeable time.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 12:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Oshawa Live EVENT - June 3rd (Media Request)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Afternoon

My name is [redacted] and I am a [redacted] with [redacted] I noticed today that Metrolinx has a very important upcoming "Virtual" public meeting on Thursday June 3rd. I do see that you have advertised this meeting in a couple METROLAND community newspapers in Durham Region. Now, given that these newspapers ONLY PUBLISH once weekly, I would ask that you consier [redacted] to also promote this meeting to the public. Collectively, our [redacted]

In these challenging times with COVID 19, it is important to consider alternative ways to reach out to the general public and certainly our [redacted] can fill that void.

FYI, we have done this sort of advertising in the past with Metrolinx through Kristin Demasi of your office. If someone from your office could please get in touch with me, I would like to discuss this advertising opportunity further. I look forward to hearing from someone soone.

Warm regards

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 26, 2021 3:28 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Pickering Village

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Elizabeth Street to Rotherglen Road (Segment 2) will be widened to a 5-lane cross-section. Two eastbound and one westbound traffic lane will be maintained, and two centre-median dedicated transit lanes will be added. This proposed design is sensitive to the heritage conservation district, building set close to the road, and the cemetery at Randall Drive.

Please find the most recent alignment infographic here. The most recent preliminary design plans for the Pickering Village area can be found on Metrolinx Engage.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

We hope this information is helpful and please let us know if you have any further questions.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 4:04 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Pickering Village

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Could you please send me the proposed design for the area thru pickering village. East of Church street

Is it 3 lanes for car traffic and 2 lannes for Bus

Will the road be widened

Thank you

[redacted]

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[redacted]

From: Margaret Parkhill
Sent: Thursday, May 20, 2021 5:26 PM
To: Lauren Wilcox
Cc: Marianne Alden
Subject: FW: *RESPONSE REQUESTED PLEASE* Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)
Attachments: image002.png

Follow Up Flag: Follow up
Flag Status: Flagged

Track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, May 20, 2021 10:08 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: *RESPONSE REQUESTED PLEASE* Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Margaret, thank you for your response to my e-mail.

[redacted]

On Wed., May 19, 2021, 8:45 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Hello,
>
> The DSBRT project email sent a reply today at 12:18 pm – see copy attached.
>
> Perhaps the email ended up in your spam or junk folder?
>
> Please keep an eye out for the reminder email tomorrow, May 20.
>
> I've included the information below as well.
>
> **Write your question and vote**

To watch the event and submit written questions, which are answered based on popularity (voting), join the meeting at 6:30 p.m. using the following link: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

Call-in with your questions

As we continue to evolve the virtual engagement format, we are adding a call-in option for tomorrow's meeting.

Join the Zoom meeting at 6:30 p.m. using the following link: https://us05web.zoom.us/j/83067092772?pwd=ZFgvL3BKakJJN0dzOGVYVjZwUUw2Zz09 and raise your hand to ask your question direct to the project panel. Please note that questions will be taken on a first come, first serve basis. We aim to keep each questions and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

Let me know if you have any other questions,

Margaret

From: [redacted]
Sent: Wednesday, May 19, 2021 7:19 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: *RESPONSE REQUESTED PLEASE* Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello, could you please send me a response to the e-mail I sent you yesterday re how I can access the Open House tomorrow.

[redacted]

On Tue., May 18, 2021, 5:32 p.m. [redacted] wrote:

> Hello Margaret,

I am registered for the Whitby LIVE event to be held on Thursday May 18th. However, I need clarification on specifically how I will be able to access the event. Once I download the Metrolink engage.com website, what are the next steps required in order for me to view the event "Live"?

[redacted]

On Tue., May 4, 2021, 4:10 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
>
> During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.
>
> **We want to hear from you, join us on Metrolinx Engage.**
>
> 1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
>
> 2. Project update and overview will be presented
>
> 3. Ask your questions
>
> To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.
>
> We hope you'll be able to join us.

Sincerely,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

---------- Forwarded message ----------
From: DSBRT <DSBRT@metrolinx.com>
To: [redacted]
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>, Margaret Parkhill <margaret.parkhill@ibigroup.com>
Bcc:
Date: Wed, 19 May 2021 16:17:51 +0000
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Good afternoon,

Thank you for your e-mail.

You will be getting a reminder e-mail with information on how to access the event tomorrow – I've included the information below as well.

Write your question and vote

To watch the event and submit written questions, which are answered based on popularity (voting), join the meeting at 6:30 p.m. using the following link: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

Call-in with your questions

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Join the Zoom meeting at 6:30 p.m. using the following link: https://us05web.zoom.us/j/83067092772?pwd=ZFgvL3BKakJJN0dzOGVYVjZwUUw2Zz09 and raise your hand to ask

your question direct to the project panel. Please note that questions will be taken on a first come, first serve basis. We aim to keep each questions and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

Please let us know if you require any additional information.

Best,

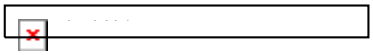
JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx



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From: [redacted]
Sent: Tuesday, May 18, 2021 5:32 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello Margaret,

I am registered for the Whitby LIVE event to be held on Thursday May 18th. However, I need clarification on specifically how I will be able to access the event. Once I download the Metrolink engage.com website, what are the next steps required in order for me to view the event "Live"?

[redacted]

On Tue., May 4, 2021, 4:10 p.m. Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
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> 2. Project update and overview will be presented
>
> 3. Ask your questions
>
> To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.
>
> We hope you'll be able to join us.
>
> Sincerely,
>
> Margaret Parkhill, P.Eng.
>
> Consultant Project Manager

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 25, 2021 10:37 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Automatic reply: Bus routes for future

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted] good morning,

Hope you had a lovely weekend and we're so pleased you received our mailer.

Did you have any specific questions about the Durham-Scarborough Bus Rapid Transit (DSBRT) project, or the preliminary design plans? happy to connect on the phone as well.

We hope you'll be joining us at our virtual open house for the Oshawa community on June 3rd at 6:30 PM on Metrolinx Engage.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: May 20, 2021 4:07 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Automatic reply: Bus routes for future

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I am a oshawa resident living [redacted] oshawa going [redacted] just before [redacted]. Thank you your input is appreciated

On Thu., May 20, 2021, 4:00 p.m. [redacted] wrote:

> Because got a letter in my mailbox today
>
> On Thu., May 20, 2021, 3:59 p.m. DSBRT, <DSBRT@metrolinx.com> wrote:

Français disponible plus bas.

Thank you for getting in touch with us. Your message has been received.

Your comments are important and valuable to the continuous improvement of our project. We appreciate hearing from you and are committed to responding within ten business days.

You have been subscribed to the project mailing list. You can unsubscribe at anytime.

Kind Regards,

The Durham-Scarborough BRT Project Team

Merci de nous avoir contactés. Votre message a bien été reçu,

Vos commentaires sont importants et précieux à l'amélioration continue de notre projet. Nous apprécions votre message et nous engageons à vous répondre en dix jours ouvrés.

Salutations cordiales,

L'équipe du projet Bus à haut niveau de service Durham-Scarborough

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 3:38 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted],

Thank you for e-mailing the Durham-Scarborough Bus Rapid Transit (DSBRT) project team.

For inquires related to Durham Region Transit (DRT) operations and planning, please visit their website.

To keep informed on upcoming public engagements for the DSBRT project, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May 20, 2021 10:28 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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[redacted]

Submitted on Thursday, May 20, 2021 - 10:28
Submitted by anonymous user: 2607:fea8:5bc1:d800:2518:617:790e:12ea
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Durham busing in Whitby Shores neighborhood
Message:

Currently, the regional bus in the Whitby Shores neighborhood just makes a loop around the neighborhood to the GO Train. I would like to request a direct bus line up Henry street to connect with the new line. This would allow this neighborhood to be part of this transportation initiative.
[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/23791

Facebook Twitter Instagram

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 25, 2021 10:31 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: I would like to subscribe to the Durham regional e-newsletter and the project mailing list

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 4:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: I would like to subscribe to the Durham regional e-newsletter and the project mailing list

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Thanks

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:34 PM
To: [redacted]
Subject: RE: Henry & Dundas St

Hello [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in **fall 2021** to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

Should you have any comments you wish to share with the project team ahead of PIC#4, please feel free to send them to DSBRT@metrolinx.com

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 7:23 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Henry & Dundas St

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Hello,

My name is [redacted] In tonight's public meeting you mentioned you are looking for feedback on the corner of Henry and Dundas St. I am just wondering how I can get engaged with this feedback and what you are looking for. Please feel free to connect with me.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 25, 2021 10:29 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Newsletter Subscription

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

-----Original Message-----
From: [redacted]
Sent: May 20, 2021 8:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Newsletter Subscription

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Please add me to the Newsletter for information for Durham.

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, May 25, 2021 10:31 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Durham-Scarborough BRT

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 6:21 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough BRT

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Hello - as a resident of Whitby please add me to your mailing list for future consultations and communications.
Thank you

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 3:47 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted]

Thank you for reaching out to the Durham-Scarborough Bus Rapid Transit Project (DSBRT) team.

This work would fall outside of the scope of the DSBRT project. It is our understanding that the Town of Whitby may be installing a pedestrian signal on Dundas Street at Center Street as part of this year's capital works program. For more information, please contact the Town's Engineering & Public Works division at 905-430-4307.

To keep informed on upcoming public engagements for the DSBRT project, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May 25, 2021 4:14 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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[redacted]

Submitted on Tuesday, May 25, 2021 - 16:14
Submitted by anonymous user: 70.30.11.248
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: DSBRT
Message:

I would appreciate talking to someone involved with the design of the DSBRT regarding a possible pedestrian-activated traffic light on Dundas Street crossing between Centre Streets north and south. We have needed one at this crossing for MANY years, and with increased bus and vehicular traffic that you say is coming to Whitby, I strongly feel it is time for a pedestrian-activated light to be included in the design to protect pedestrian safety. With many seniors living north and south of Dundas, and with the Anglican church and medical centre on the north side, and the library on the south side, it is time for such a light to be installed half way between Brock and Henry Streets. I do hope this suggestion will be considered and approved.
I would rather be speaking to someone regarding this, but I find no phone numbers available online to make contact by phone.
I thank you in advance for consideration of my proposal.
Regards, [redacted]

The results of this submission may be viewed at:

https://www.metrolinxengage.com/en/node/820/submission/23858

 Facebook  Twitter  Instagram

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 26, 2021 3:34 PM
To: [redacted]
Cc: [redacted] Theresa Tran
Subject: RE: Large Sign on our Lawn - [redacted]

Hello [redacted]

Thank you for the additional context, we will relay this back to CurbEx.

We'll be sure to connect with your office directly should a need ever arise again for signage in the area, before we procure it through any vendor.

All the best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 25, 2021 10:52 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Re: Large Sign on our Lawn - [redacted]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello [redacted],
I am entering the discussion late , as the sign has probably been removed at this point, however, I would like to point out that it is quite apparent from the CurbEx sketch that the positioning of the line from the GIS mapping is quite erroneous. The line should have been drawn almost at the sidewalk (as it is to the west) The sidewalk alone is approximately 4 feet wide. As a result , the farthest point of the sign frame from the curb (after installation)), was approximately 8M onto the property.

Thank You
[redacted]

On Thu, May 20, 2021 at 10:06 AM DSBRT <DSBRT@metrolinx.com> wrote:

> Hi [redacted],

Thank you very much. Again, apologies for any inconvenience caused by the signage it will be picked up tomorrow.

We circled back with CurbEx on their process for determining right-of-way in Durham Region and they use a publicly available GIS tool. The mapping system can be found at the following link:

https://www.durham.ca/en/discovering-durham/maps-gis.aspx

They also provided a photo showing the property line (attached).

Hope this helps and please let me know if you need any further details.

Best,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 19, 2021 1:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Re: Large Sign on our Lawn - [redacted]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Jocelyn!

While I appreciate the intent and the procurement through Curbex to coordinate the permits for public right of way - this sign is on our private property - on our lawn obstructing our personal signage. We were not notified or asked for permission to place the sign on private property. I don't know where Curbex would have thought this was public right of way - it is clearly a private business.

We will allow the sign to remain until Friday - we would ask in the future to obtain permission or we would require removal of any signage in the future.

Thank you for your response.

Warm Regards....

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

On Wed, May 19, 2021 at 12:49 PM DSBRT <DSBRT@metrolinx.com> wrote:

Hello [redacted],

Thank you for your e-mail.

Firstly, we do apologize for any sightline barriers the promotional sign is currently creating. The signage will only be erected until the end of the week as it's intention is to garner more attention for the upcoming public engagement tomorrow.

Metrolinx procured the sign through CurbEx who works directly with the municipality to coordinate permits for installation in the public right-of-way.

Please let me know if you have any other questions.

Kindest regards,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 17, 2021 4:35 PM
To: DSBRT <DSBRT@metrolinx.com>; [redacted]
Subject: Large Sign on our Lawn - [redacted]

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Hello!

Just wondering - I arrived at our office - [redacted] this morning and there was a very large sign on our lawn impeding our Company Sign and wondered who you got permission from to put the sign here? Picture is attached.

I am the Manager of the office and no one had approached me for permission or approval. Please advise.

Thank you!

Warm Regards....

[redacted]

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--

[redacted]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, May 26, 2021 3:48 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Oshawa Live EVENT - June 3rd (Media Request)

Hi [redacted],

My calendar is open June 2nd – let me know what time would work for you and I'll send over an MS Teams invite.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 26, 2021 3:45 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Oshawa Live EVENT - June 3rd (Media Request)

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Good Afternoon Jocelyn

Is there a time tomorrow that I could contact you? If so, can you please provide a number that I can reach you at?

Thanks

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: May 26, 2021 3:30 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Oshawa Live EVENT - June 3rd (Media Request)

Hello [redacted]

Thank you kindly for reaching out to the Durham-Scarborough Bus Rapid Transit (DSBRT) project team.

I'd be pleased to connect with you to discuss future advertisement opportunities at a mutually agreeable time.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 12:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Oshawa Live EVENT - June 3rd (Media Request)

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Good Afternoon

My name is [redacted] and I am a [redacted] with [redacted] I noticed today that Metrolinx has a very important upcoming "Virtual" public meeting on Thursday June 3rd. I do see that you have advertised this meeting in a couple METROLAND community newspapers in Durham Region. Now, given that these newspapers ONLY PUBLISH once weekly, I would ask that you consier [redacted]

[redacted] to also promote this meeting to the public. Collectively, our [redacted]

In these challenging times with COVID 19, it is important to consider alternative ways to reach out to the general public and certainly our [redacted] can fill that void.

FYI, we have done this sort of advertising in the past with Metrolinx through Kristin Demasi of your office. If someone from your office could please get in touch with me, I would like to discuss this advertising opportunity further. I look forward to hearing from someone soone.

Warm regards

[redacted]

In tough times, cut the fat from your business. Advertising is NOT fat....
Advertising is the MUSCLE that bulks your business up!

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 27, 2021 11:31 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Mailing list

Hello [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

We are confirming you have been subscribed to the DSBRT mailing list and the Durham regional e-newsletter.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 26, 2021 11:59 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Mailing list

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I wish to be on the Metrolinx mailing list please.
Thank you.
[redacted]

Sent from the all-new AOL app for Android
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[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 16, 2021 5:57 PM
To: Lauren Wilcox; Christopher Sauvageau
Subject: FW: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Please track and file and search for previous questions.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

From: [redacted]
Sent: Thursday, May 27, 2021 12:44 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Not interested in the Oshawa area, but still waiting for a response to the questions I submitted online through the previous Whitby virtual open house email notice.

[redacted]

On Thursday, May 27, 2021, 12:26:23 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Join Us For Our Upcoming Virtual Open House (Oshawa)

When it comes to building transit, we know that every decision matters for our communities and our future customers.

Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.

Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 27, 2021 12:03 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: DSBRT Whitby

Hello [redacted]

Thank you for writing to the Durham-Scarborough Bus Rapid Transit (DSBRT) project team to provide your comments and feedback on the most recent preliminary design plan for downtown Whitby.

Based on provincial growth plans, the Highway 2 corridor will attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to support regional growth and link communities and employment across Durham Region and the Toronto boundary.

This project will build on the existing Durham Region Transit PULSE service which today, runs between downtown Oshawa and the University of Toronto Scarborough Campus. The existing PULSE 900 service is the busiest bus route in Durham Region; the service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels and avoid future traffic congestion. Dedicated centre medians are the preferred design option along most of the DSBRT corridor.

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall, to a north side pedestrian mall, and now the three-Lane mixed traffic westbound design.

This design:

- Maintains continuous eastbound and westbound general traffic lanes on Dundas Street
- Minimizes neighbourhood infiltration and keep school buses, trucks, large vehicles on Dundas Street
- Improves pedestrian, transit, and driving access to businesses and support step-free access
- Provides more space for streetscaping and enhance the public realm on the north side of Dundas Street
- Maintains the character of Downtown Whitby
- Relocates all 31 on-street parking spaces, through an expanded parking lot at Elm and Byron Streets.

In previous stages of the project, a range of potential solutions were reviewed and assessed. This included an option to use HOV lanes, or dedicated curb lanes. There were several reasons why the HOV lanes and curb lanes were not preferred including:

- Mixing traffic and buses in the curb lane creates friction that slows down both traffic and buses. Centre-median bus lanes will carry more people, more efficiently than HOV or curb lanes.
- Conflicts with turning cars in and out of driveways across the bus lanes. Centre-median bus lanes will improve the overall safety performance of the road for all road users.
- Loss of parking and no pedestrian improvements which would have a great impact on local businesses
- Centre-median bus lanes allow emergency vehicles to bypass general traffic.

Metrolinx will continue to consult with the community, stakeholders, elected officials and municipal and regional partners to fine tune the three-lane preliminary design option. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We hosted a virtual open house May 20th

on Metrolinx Engage, a recording of the presentation is available here. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: Thursday, May 6, 2021 5:14 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: DSBRT Whitby

Hello Ms Parkhill,

We are [redacted] and our family lives in Downtown Whitby
that will be adversely affected by lane closures on Dundas to accommodate
Public Transit and divert west bound traffic into our residential FAMILY streets !

We want the option for 4 lane traffic to stay on Dundas ! It will only be for a few blocks where the bottleneck is. We were not informed that this was an option before our Councilors voted it down ! Those Councillors will not be in office after next election and Metrolinx will then have to deal with FULL RESISTANCE from a united neighbourhood determined to save our community !

WE WANT THE 4 LANE OPTION TO BE CONSIDERED !

Thank you,
[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, May 27, 2021 11:28 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Whitby BRT

Hello [redacted]

Firstly, thank you very much for taking the time to provide us with your feedback on the Durham-Scarborough Bus Rapid Transit (DSBRT) Project. Secondly, we apologize for the delay in responding to this inquiry.

Based on provincial growth plans, the Highway 2 corridor will attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to support regional growth and link communities and employment across Durham Region and the Toronto boundary.

This project will build on the existing Durham Region Transit PULSE service which today, runs between downtown Oshawa and the University of Toronto Scarborough Campus. The existing PULSE 900 service is the busiest bus route in Durham Region; the service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels and avoid future traffic congestion.

Metrolinx and the DSBRT project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We hosted a virtual open house May 20th on Metrolinx Engage, a recording of the presentation is available here. Additional information can also be found in our latest blog post.

We'd be pleased to connect with you directly to better understand your concerns and your business at your convenience.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Sincerely,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: March 24, 2021 2:00 PM
To: council@whitby.ca; Coe, Lorne <lorne.coe@pc.ola.org>; Ryan.Turnbull@parl.gc.ca; Durham Region

<DurhamRegion@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: Whitby BRT
Importance: High

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To all involved with the Durham-Scarborough Bus Rapid Transit (BRT)

I strongly oppose the proposed solution from Metrolinx and believe that IT WILL HURT the Whitby downtown community including businesses and the people that live there.

For those that don't know me, I'm the founder of [redacted] which is likely the [redacted] in downtown Whitby [redacted] and also the co-founder of [redacted] which is the [redacted] in downtown Whitby.

I'm reaching out in hopes you will re-open the proposed solution for further feedback from the community.

If you require more voices let me know how many and I'll have them email you – hoping you will listen before having to have hundreds if not thousands of people email the group.

Look forward to working out a better solution that helps all.

I'm all for the BRT – just not in the proposed solution.

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

From: Margaret Parkhill
Sent: Thursday, May 27, 2021 12:28 PM
To: DSBRT
Cc: Kristin Demasi
Subject: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Join Us For Our Upcoming Virtual Open House (Oshawa)

When it comes to building transit, we know that every decision matters for our communities and our future customers. Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.

Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

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[redacted]

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We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: Margaret Parkhill
Sent: Thursday, May 27, 2021 12:26 PM
To: DSBRT
Cc: Kristin Demasi
Subject: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

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Sincerely,

DSBRT Project Team

[redacted]

From: Margaret Parkhill
Sent: Thursday, May 27, 2021 12:25 PM
To: DSBRT
Cc: Kristin Demasi
Subject: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

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We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: Margaret Parkhill
Sent: Thursday, May 27, 2021 4:09 PM
To: DSBRT
Cc: Lauren Wilcox; Marianne Alden
Subject: UNSUBSCRIBE Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Follow Up Flag: Follow up
Flag Status: Completed

Please remove the email below from the project mailing list.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, May 27, 2021 3:33 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Thank you for your email. However, I have moved out of Durham and are no longer interested in following this project.

Please remove me from your mailing list.

Regards,

[redacted]

On Thu., May 27, 2021, 12:28 p.m. Margaret Parkhill, <margaret.parkhill@ibigroup.com> wrote:

> **Join Us For Our Upcoming Virtual Open House (Oshawa)**
>
> When it comes to building transit, we know that every decision matters for our communities and our future customers.
>
> Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.
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We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 3:32 PM
To: [redacted]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hello [redacted]

For information on career opportunities at Metrolinx please e-mail: hr.recruitment@metrolinx.com

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May 18, 2021 9:15 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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Submitted on Tuesday, May 18, 2021 - 21:14
Submitted by anonymous user: 142.205.13.124
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Community Relations and Issues Specialist Role Description
Message:
Hello!

I just wanted to reach out in order to have a little more insight on the Community Relations and Issues Specialist role. I came across a posting that went up recently and would love to know a little more about it. Possibly from someone within the role or maybe a manager who selects the candidates for the position. Not sure if all responses are by email, but if possible I would greatly appreciate a conversation to discuss in depth as I really think this would be a great fit for myself!

I can be reached directly on my cell phone [redacted] or via email [redacted]

Thank You and have a Great Day!

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/23696

Facebook Twitter Instagram

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[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 2, 2021 5:27 PM
To: Lauren Wilcox
Subject: FW: Office of MPP Vijay Thanigasalam - BRT and Transit re: [redacted] EML:024400237

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Carmen Rapati <Carmen.Rapati@metrolinx.com>
Sent: Wednesday, June 2, 2021 5:06 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: FW: Office of MPP Vijay Thanigasalam - BRT and Transit re: Doug Phillips EML:024400237

FYI. Response sent.

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: June-02-21 5:02 PM
To: TorontoEast <TorontoEast@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>; David Phalp <David.Phalp@metrolinx.com>; David Phalp <David.Phalp@metrolinx.com>; Tas Borovilos <tas.borovilos@pc.ola.org>; TorontoEast <TorontoEast@metrolinx.com>
Cc: Anetes Anton <Anetes.anton@pc.ola.org>; Juliana Wilson <juliana.wilson@ontario.ca>; Louis.Vatrt@ontario.ca; TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: Office of MPP Vijay Thanigasalam - BRT and Transit re: [redacted] EML:024400237

Hi Tas,

We have some information for you to either keep on hand or to share if you feel it is helpful. Please see information below:

Here are some answers we have provided recently on this:

- White collar jobs concentrated in the downtown core have been more significantly impacted than other jobs in the region

- Healthcare and manufacturing workers, people in service and retail jobs and staff and students at schools and universities will return to work more readily than knowledge workers, and some, including healthcare and manufacturing workers never stopped taking transit
- While ridership is still down significantly across the TTC and GO services, we are already seeing ridership increase on major suburban corridors such as this one
- Our projections and planning are for a 20 year horizon, and we expect that even as we move towards the "new normal" the projected increases in population and employment, and hence ridership, will increase back towards our projected levels
- Previous major events, such as SARS, have had some long lasting impact, but the trend in transit ridership is up over the medium to long term
- Investing in the corridor now will allow people to make informed decisions on where to live and work and provide them with options that will influence behaviour before the corridor is fully developed

Also, on review of the survey report, here is some of our quick comments:

Page 7 of the report is based on 1093 respondents "Base: Respondents who are employed(n=1,093)"

Page 14 is based on 520 respondents "Base: Respondents who worked/are still working from home during the pandemic (n=520)"

Page 20 drops to 411 respondents " Base: Respondents who want to keep working from home partially or totally after the pandemic(n=411)"

This could be interpreted to mean over half of the survey respondents are back to work in the office. Some can work from home and others cannot.

Regards,

Carmen

---------- Original Message ----------
From: TorontoEast@metrolinx.com
Received: 5/31/2021 4:44 PM
To: <Toronto East>; David Phalp; David.Phalp@metrolinx.com; Tas Borovilos; Toronto East
Cc: Anetes Anton; Juliana Wilson; Louis.Vatrt@ontario.ca
Subject: RE: Office of MPP Vijay Thanigasalam - BRT and Transit re: Doug Phillips EML:024400237

Hi Tas,

Thank you for sharing the information from [redacted].

Regards,

Carmen Rapati
Community Relations & Issues Specialist
Toronto East
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6
416-202-3900
torontoeast@metrolinx.com

To sign up and receive our Toronto East enewsletter, click here.

---------- Original Message ----------
From: Tas Borovilos
Received: 5/31/2021 12:30 PM
To: <Toronto East>; David Phalp; David.Phalp@metrolinx.com; Toronto East
Cc: Anetes Anton; Juliana Wilson; Louis.Vatrt@ontario.ca
Subject: Office of MPP Vijay Thanigasalam - BRT and Transit re: [redacted]

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Good afternoon all.

I advised [redacted] I would share the attached with all of you.

Have a great rest of day.

Sincerely,

Tas Borovilos
Case Manager
Office of MPP Vijay Thanigasalam
Scarborough - Rouge Park
416-283-8448

From: [redacted]
Sent: Monday, May 31, 2021 11:21 AM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject:

Good Morning Tas.

Attached is the latest work from a home survey.
This change in work patterns could have a major impact on public transit.
I think Metrolinx should revisit their DSBRT and other transit plans that are based on old data before they spend millions of taxpayers money that we can ill afford.

Thanks [redacted]

This e-mail is i[redacted]erson or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 23, 2021 12:45 PM
To: Jocelyn Stenner; Hopper, David; Kristin Demasi
Cc: Marianne Alden; Oscar A Tapia; Lauren Wilcox
Subject: RE: I am writing as the [redacted]...

My understanding is individual property owners won't be contacted until after the TPAP is complete and detail design begins.

Could add:
Metrolinx will work with affected property owners as the project moves into detail design.

Will you send the reply?

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

-----Original Message-----
From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, June 23, 2021 12:00 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Marianne Alden <marianne.alden@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>
Subject: RE: I am writing as the [redacted]...

Hi Margaret,

Thanks for this - wondering will be an opportunity for further discussion with the property owner? If so, maybe we can provide them with a timeline of when [redacted] may be contacted. If this is something that needs to be negotiated, want to ensure that [redacted] feels that we're listening to [redacted] concerns and will work with [redacted] through the process.

Let me know, other than that response looks good.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

-----Original Message-----
From: Margaret Parkhill <margaret.parkhill@ibigroup.com>

Sent: June-02-21 9:18 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; David Hopper <David.Hopper@parsons.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; Marianne Alden <marianne.alden@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>
Subject: RE: I am writing as the [redacted]

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Draft response... not sure how detailed we want to be about impacts to this specific property.

As part of the Durham-Scarborough Bus Rapid Transit project, we are conducting evaluations along the entire 36 km corridor including cultural heritage and trees. In Pickering Village, additional studies are underway to understand the potential impacts to cultural heritage resources and develop mitigation measures. A goal of the project is to integrate the transit improvements with existing land uses along Kingston Road.

For the most part, the proposed 5-lane design fits within the designated right-of-way for Kingston Road. There are no impacts to buildings along the north side of Kingston Road. At your property, [redacted], there may be impacts for a few metres along the frontage. This will create space for wider sidewalks that meet current accessibility standards. We expect the utility poles on the north side of Kingston Road to stay where they are today. The design will be refined as the project moves forward to detail design to minimize impacts as much as possible.

Metrolinx will continue working closely with Durham Region and the Town of Ajax staff to develop solutions.
If you have other specific questions, please let us know.

-----Original Message-----
From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Tuesday, June 1, 2021 10:56 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; Marianne Alden <marianne.alden@ibigroup.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>
Subject: FW: I am writing as the [redacted]…

Hi all,

Last one!! Could we get a few comments on the below with address in mind [redacted]:

The proposed design is sensitive to the heritage conservation district..."It is important to me to learn of the criteria you will apply to the preservation of this area. The older homes, mature trees ,roadside green space are all unique.

Thanks!

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx

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-----Original Message-----
From: [redacted]
Sent: May 31, 2021 2:26 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: I am writing as the [redacted]…

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Jocelyn Stenner
Community Engagement Specialist
Durham Region
Metrolinx
I am writing as the [redacted] . My home is within the [redacted] section of Kingston Rd. This street section is about to experience great changes as planned by the DSBRT project. Time brings changes and the Durham Region need for rapid mass transit must be recognized. .

Street signage near Rotherglen welcomes travellers to Historic Pickering Village. My soon to be a century home was built circa 1925 ..... Ajax founded circa 1940 has exceptionally few structures of earliest settlement. Pickering Village is the main area representation of a past. The proposed rapid transit project will affect this area but does it have to destroy it? Hopefully not.

Your note to Jeff Browes May26 states "The proposed design is sensitive to the heritage conservation district..."It is important to me to learn of the criteria you will apply to the preservation of this area. The older homes, mature trees ,roadside green space are all unique. Responsible decision makers would place a community value on this area.

I look forward to a reply and participating in the virtual meeting June 3/21.

Thank you [redacted]

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[redacted]

From: Margaret Parkhill
Sent: Monday, May 31, 2021 12:35 PM
To: DSBRT
Cc: Kristin Demasi
Subject: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Join Us for Our Upcoming Virtual Open House (Oshawa)

When it comes to building transit, we know that every decision matters for our communities and our future customers. Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.

Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, July 23, 2021 4:24 PM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

Hi [redacted]

Thanks for your email and for your continued engagement on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Provincial growth plans are mandated under the Places to Grow Act, 2005. The Province has made significant investments in transit infrastructure in the Greater Golden Horseshoe (GGH) and beyond and continues to invest in rapid transit projects to support our growing region.

Metrolinx supports the provincial growth plan to work to improve transit options throughout the GGH. We continue to work closely with regional partners and municipalities to ensure our future growth and development plans are in alignment with municipal growth plans.

In the last 10 years, we have seen a shift to more compact development patterns, a greater variety of housing options, more mixed-use development in urban growth centres and other strategic growth areas, and greater integration of transit and land use planning. The Highway 2 corridor is home to Urban Growth Centres in Downtown Oshawa, Downtown Pickering and Scarborough Centre.

Bus Rapid Transit (BRT) serves a different purpose than GO trains. BRT will serve short to medium distance trips in these Urban Growth Centres along Highway 2 and will provide a reliable option for more people to choose to take transit for more of their trips.

Centre-median lanes are the preferred design because they provide the most efficient and safest operations for buses, cars and the travelling public. Dedicated lanes for transit are recognized across North America and around the world as the best way to ensure that buses are not delayed due to traffic congestion; furthermore dedicated lanes separate buses from the busy curbside.

There are several safety benefits to centre-median transit lanes. In line with Region's Strategic Road Safety Action Plan, which incorporates Vision Zero, to reduce the number and severity of collisions in the Region, the project will improve safety for all road users:

- ✓ **Improves the pedestrian experience** through upgraded, continuous sidewalks
- ✓ **Protects transit users** through raised and barrier-protected platforms
- ✓ **Improves safety of cyclists** with grade-separated cycling facilities
- ✓ **Prevents collisions for drivers** by incorporating a raised median and restricting mid-block left turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety. York Region saw 51%-74% fewer collisions along vivaNext rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2020)

Furthermore, dedicated, centre-lane median bus lanes support improved travel for police, ambulance and fire services (YRRTC Annual Report, 2020). Emergency service vehicles can use the rapidways and cross the median at designated

intervals, to improve their response time and bypass congestion. Emergency services have been, and will continue to be, consulted throughout design and construction.

Metrolinx is committed to continue engaging with the local community about the DSBRT project. Once funding is secured, and prior to the start of construction, we will be creating Community Liaison Committees (CLCs) following the completion of the Environmental Assessment (EA). CLC members will include residents, business owners and local elected officials. Meetings may also be attended by subject matter experts in design, environment and construction. As the project takes shape, members of the CLC will be informed about aspects of the project and its construction; the CLC members will act as a two-way conduit between the project team and various aspects of the community.

We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions, please let me know.

Kind regards,

Stephanie

From: [redacted]
Sent: May 31, 2021 3:05 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Proposal for Whitby

Hi Theresa,

I'm curious as to how the Provincial Growth Plans are separate from the Regional and Municipal growth plans? I understand we're stuck with this (in my opinion, unsustainable) growth. However, based on development permits and forecasts locally and regionally, almost all (over 80% if I recall) of the forecasted growth will be North of Taunton Road. Unless municipalities are mandated to build higher density housing in existing communities, the sprawl that we're seeing will only continue going North and East. Wouldn't it make more sense for Metrolinx to be proactive and expand where the future need will be? There's already GO train service for those living closer to the #2/401 corridor. Improve that service, at lower fees, and you'll see an improvement in transit times.

I also find a deep flaw in your rationale for dedicated bus lanes. I'm not saying we may not need them 20-30 years down the road, but to implement these now (based on the current plans) will do exactly the opposite of what Metrolinx hopes for. This misguided notion that if Metrolinx makes transit easier and commuting harder will drive your ridership is a Pollyanna pipe dream. Ontario – and Canada – are driven (literally) by commuting. By annoying commuters, you won't meet your goals. Make transit free AND efficient and you might convert some commuters.

I'm also not clear how centre transit lanes will help Emergency vehicles. If you're saying there will be buses every 5 minutes, in addition to current traffic volumes (which won't subside), how are emergency services supposed to navigate this quagmire when there will be islands built into the roadways to prevent buses from getting out of the way. Neither lane will be fully available. There is also the further issue that because cars have been diverted onto residential streets to avoid the gridlock, that this will further block streets and make it even more difficult for emergency services to navigate. I don't feel this has been properly investigated and addressed.

I understand that Whitby's mayor is just another in a long string of mayors of this Town who think that we can have a walkable "downtown". They are misguided as Whitby does NOT have a downtown – it has an intersection with some

really old buildings around it. Brooklin has a downtown. Port Perry has a downtown. This project, and the traffic chaos it will bring, will not improve the "downtown" for businesses or residents. Residents have been fighting Town councils for 20+ years to remove parking from the four corners and allow traffic to flow.

I look forward to the public consultations. My research has shown that Whitby Council has not been listening to its constituents (again). There is a very active and determined Facebook group with over 1,000 members (https://www.facebook.com/groups/704348303827821/?multi_permalinks=814491349480182&notif_id=1622137916911684&notif_t=group_highlights&ref=notif) … if you want public consultation, I suggest you review the discussions there.

One thing I can say is that I will be glad to move out of Whitby before this project starts. But I fear for my friends and family who will have to deal with the fallout if this goes through as planned.

Kind regards,
[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: Tuesday, May 25, 2021 11:24 AM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

Hello [redacted]

Thanks for your follow-up message regarding the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Based on provincial growth plans, the Highway 2 corridor will attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to support regional growth and link communities and employment across Durham Region and the Toronto boundary.

This project will build on the existing Durham Region Transit PULSE service which today, runs between downtown Oshawa and the University of Toronto Scarborough Campus. The existing PULSE 900 service is the busiest bus route in Durham Region; the service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels and avoid future traffic congestion.

If we add more buses to the road, those buses would still be mixed with regular traffic. As demand increases over time, there will be increased traffic congestion and delays for both buses and cars. By providing dedicated lanes for transit in the centre of the road, transit passengers will experience shorter travel times, with more frequent, reliable and comfortable service. General traffic will also benefit from smoother traffic flow by separating buses from regular traffic.

Having dedicated transit lane(s) at all times of the day, with clear identification also creates a more regular pattern for drivers and decreases the change of motorist confusion through the corridor.

In previous stages of the project, a range of potential solutions were reviewed and assessed. This included an option to use HOV lanes, or dedicated curb lanes. There were several reasons why the HOV lanes and curb lanes were not preferred including:

- Mixing traffic and buses in the curb lane creates friction that slows down both traffic and buses. Centre-median bus lanes will carry more people, more efficiently than HOV or curb lanes.
- Conflicts with turning cars in and out of driveways across the bus lanes. Centre-median bus lanes will improve the overall safety performance of the road for all road users.
- Loss of parking and no pedestrian improvements which would have a great impact on local businesses

- Centre-median bus lanes allow emergency vehicles to bypass general traffic.

Our project team has visited the entire 36 km corridor on numerous occasions. We hope to host community walkabouts in Whitby at a future date when public health indicates it is safe to do so.

Metrolinx and the DSBRT project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We hosted a virtual open house May 20th on Metrolinx Engage, a recording of the presentation is available here. Additional information can also be found in our latest blog post.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter here, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Sincerely,

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx
(o) 416.202.7482

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: April 19, 2021 3:51 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Proposal for Whitby

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Theresa,

Thank you for your response. I've been watching community comments about this and wish to provide some further feedback, directly to you.

I understand that Metrolinx has a mandate to push transit. I've seen what you have done to Kingston Road in Ajax and Pickering. You have no idea how happy I am that I no longer have to drive through the mess that Metrolinx created by removing a lane for cars and turning it into a transit lane.

Instead of dedicated transit lanes, Metrolinx should consider shared use lanes during set times, similar to those found throughout the GTA. During rush hours, one lane each direction should be reserved for transit, carpool (3+ occupants) and motorcycles. The rest of the time, that lane can be left for anyone.

One of the biggest problems with bus only lanes is they are unoccupied the majority of the time. In 30 minutes, you can have one bus pass through with 20 passengers. In that same time, hundreds of motor vehicles could still get through on that lane. By removing a lane of traffic, you're forcing motor vehicles onto other roads – mainly residential streets – to avoid the congestion caused. Just because you're building transit lanes doesn't mean you are going to displace enough motor vehicle users to justify your actions.

It would also help the flow of ALL traffic if bus stops were built around a “cutout” in the road – so buses could pull off the roadway into their own space. Current in-lane bus stops are a traffic nightmare.

I would also suggest that your “traffic experts” get out of their cubicles and actually travel through the areas they are working on. My biggest complaint about traffic infrastructure in Ontario is that we have too many people using computer models, sitting in their ivory towers, making decisions with real-world implications. It seems that we have people designing transit that have never taken a bus; others working cycling solutions who hate cyclists and those looking after roads who don’t have a license. Your “experts” – and their bosses – should travel through an area by car, bus, bicycle, on foot and in the cab of a transport before doing ANY planning work.

Kind regards,
[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: Friday, April 16, 2021 5:30 PM
To: [redacted]
Subject: RE: Metrolinx Proposal for Whitby

Hello [redacted]

We want to thank you for writing to the Durham-Scarborough Bus Rapid Transit (BRT) project team with your concerns and feedback about the impact of the proposed Durham-Scarborough BRT Project in the Town of Whitby.

Firstly, we want to acknowledge that while we have been working hard to understand the potential impacts of the Durham-Scarborough Bus Rapid Transit project to the surrounding communities, there are community members who feel their voice has not been heard. We recognize the community is keenly interested in additional engagement and we remain committed to fostering open, consistent and transparent dialogue with the Town of Whitby residents, local business owners and community organizations, as we work to move this important transit project forward.

EVOLUTION OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Over the last few years, our technical experts have explored a variety of options for downtown Whitby. Based on the feedback received through several rounds of public engagements, the preliminary design has evolved from curbside dedicated transit lanes, to a full pedestrian transit mall and then to the newly proposed north side pedestrian mall. The north side pedestrian mall was designed to provide a better balance between the need for expanded transit in the region, supporting a walkable and attractive downtown, and providing capacity for general traffic. The latest design option is a reflection of the important community feedback we’ve received to date. The design was refined to incorporate improved local access, and to minimize local traffic impacts by adding a dedicated eastbound traffic lane as well as reducing the length of detour required for westbound motorists through the downtown centre. The northside pedestrian mall also improves accessibility and walkability in Whitby’s vibrant downtown core – with sidewalks two meters wider at Brock Street, and three meters wider at Byron Street. With respect to this preliminary design, we are still looking at opportunities to improve the project’s benefits while allowing for westbound through traffic, further reducing the negative impacts that the community has expressed concern for, such as traffic diversion

The primary goal of the Durham-Scarborough Bus Rapid Transit project is to support regional growth along the corridor by improving the efficiency and capacity of the transportation network through strong transit priority – making transit travel more reliable and quicker, and therefore more attractive to more people for their trips.

SAFETY

At Metrolinx safety is our top priority. Both the north side pedestrian mall and the design of the other stops in Whitby are designed with safety in mind. The north side pedestrian mall would improve safety for pedestrians on Dundas Street by widening the sidewalk and enabling accessibility improvements into the local businesses. Outside the downtown, the project will upgrade sidewalks and crosswalks to be accessible, create raised and barrier protected platforms at stops for transit users, and for drivers by protecting left-

turns at signalized intersections. Additional traffic-calming measures will be deployed to enhance the safety of the community, including new traffic signals, signs, and protecting road corners. We are continuing to work with Town of Whitby staff to identify strategies to mitigate impacts to the surrounding road network.

HERITAGE

We recognize and value that the Olde Whitby Neighborhood Association (OWNA) has been working with residents, businesses, stakeholders and the Town of Whitby for over a decade to preserve and maintain the unique character and charm of the historic downtown Whitby neighborhood. We have offered to meet with OWNA directly to address their concerns. Metrolinx has been working collaboratively with the Town of Whitby and Heritage Whitby to design a project that will minimize impacts to the existing cultural heritage elements and to develop mitigation strategies where some impacts are anticipated. The environmental assessment will be used to guide the detail design of the project, where there will be more opportunities to reduce or mitigate any potential impacts.
In March 2021, Metrolinx met with the Downtown Whitby Development Steering Committee (DWDSC) to provide an update and an opportunity for feedback on the refined preliminary design. We look forward to continuing dialogue with DWDSC as the BRT project progresses into detailed design. We want the Whitby community to continue to be proud of its lively downtown, long after this important transit project is constructed.

COMMUNITY ENGAGEMENT

We are working hard to deliver this important project and we will continue to analyze refinements to the preliminary design, in order to respond to the recent feedback we have received from the community and from various stakeholders, elected officials and our municipal and regional partners.

Once funding is secured, and we move into the detailed design phase, we will establish Community Liaison Committees (CLCs) that will meet regularly throughout the lifecycle of the project. Metrolinx takes a collaborative approach to CLCs and will be looking to community organizations, stakeholders and elected officials for membership recommendations. Metrolinx takes pride in having diverse representation from the community on our CLCs such as: local residents, community association member(s), business association member(s), business owner(s) and other important community organization lead(s) and chairs. We look to the CLC members to provide Metrolinx, and our future constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption, etc. to ensure that they reflect and meet the needs of the community. We want community members to feel where they will be impacted, they will be supported.

We are also planning a robust communication strategy which will include digital and print material to connect more broadly with the Whitby community using various communication mediums. We look forward to our upcoming virtual engagement for the Whitby community in May 2021. To stay informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter by e-mailing us at DSBRT@metrolinx.com. We have added you to our project mailing list, you can unsubscribe at anytime. For more information on the project and our previous public engagements, please visit our project website.

Again, we want to thank you for your meaningful feedback. We look forward to working with the community throughout the next phases of this project, which include fine tuning the preliminary design, and the Transit Project Assessment Process (TPAP) slated for summer 2021 which also includes our Public Information Centre #4.

Sincerely,

Theresa

THERESA TRAN
Senior Manager | Community Engagement – Durham
Metrolinx

To keep up to date with the projects in the Durham Region, please subscribe to our e-newsletter here.

From: Will Prentice <will.prentice@sympatico.ca>
Sent: March 30, 2021 11:22 AM

To: Internet, Council <council@whitby.ca>; "Lorne Coe M.P.P." <lorne.coeco@pc.ola.org> <lorne.coeco@pc.ola.org>; Chair of Metrolinx <Chair@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>; minister.mto@ontario.ca <minister.mto@ontario.ca>; Premier@ontario.ca; Mayor@whitby.ca <Mayor@whitby.ca>; Chair@durham.ca <Chair@durham.ca>; Lorraine.huinink@durham.ca; DSBRT <DSBRT@metrolinx.com>; mdillon@durhamregion.com; David.dunn@durham.ca; Lorraine.huinink@durham.ca
Cc: ViewerContactToronto@globalnews.ca; ctvnewsgo@bellmedia.ca <ctvnewsgo@bellmedia.ca>
Subject: Metrolinx Proposal for Whitby

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To whom it may concern:

I stand with those in opposition to the Downtown Whitby portion of the Metrolinx Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor presented at a virtual public meeting on March 16, 2021, as well as the previous proposals. None of these proposals make sense for the residents of Whitby.

Frankly, if the Pickering and Ajax "improvements" to Highway 2 are any indication, this plan is going to lead to far more traffic problems than it addresses. I understand Metrolinx' agenda is to promote transit but you have to stop attacking vehicular traffic at the same time. People will not stop using their cars and take transit because you have made it inconvenient to drive. Alternative transit routes need to be looked at, with involvement from the communities affected, if your project stands any chance at success.

I also strongly suggest that before any more planning is done, that you take your planners and engineers and have them drive, cycle and take transit through the suggested areas so they can see first hand what they're dealing with. Too many planners and engineers do all their work from their computers and have no concept of the real-world implications of their decisions.

I fully support and endorse the position of the Olde Whitby Neighbourhood Association - Werden Neighbourhood (OWNA) that has been submitted in writing to Metrolinx and the Town of Whitby. OWNA has outlined safety, heritage, and community issues, as well as a path forward, in its paper. I will not repeat that position here.

I believe that transparent engagement of the residents who live downtown is essential to the success of this project. There has been no substantial outreach to downtown residents during this process.
There are established community leaders and associations, like OWNA, who are known to Town leadership and have, in the past, been called upon to actively participate and advise on projects planned for our community. The Downtown Whitby Development Steering Committee (DWDSC) is often called upon to provide critical input and even vote on recommendations for Council consideration for important projects (i.e., creating the BIA, saving RA Sennett, the Town's purchase of the Land Registry Office, endorsing Werden's neighbourhood becoming a Heritage Conservation District, supporting the development of a condo at Firehall No.3, to name a few).

These important opinions were not sought out from these entities or individuals for this transit proposal. In fact, this proposal does not align with the DWDSC 2019-2022 Strategic Priorities.
So, let us begin the process of listening to the residents who live in Whitby now. Let us set a meeting immediately to find a way to make certain all these residents are made aware of this project. I know that OWNA and the community leaders in Perry's Plan would be happy to work on this.

Please know that I support first in class public transit, walkable communities, preservation of heritage, and projects that are environmentally sound. I honestly believe that by working with those who live in Whitby, Metrolinx and the Town will find a solution that works in our collective best interests.

[redacted]

[redacted]

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[redacted]

From: Margaret Parkhill
Sent: Tuesday, June 1, 2021 1:04 PM
To: [redacted]
Cc: DSBRT; Kristin Demasi
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hi [redacted]
The changes were presented during the May 20 virtual open house.
All the material is available on the project website here: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

The refined design includes a 3-lane Dundas Street between Brock and Byron with wider sidewalks. This solution maintains eastbound and westbound through traffic in the downtown core.

If you have any trouble accessing the link, please let me know,
Margaret

From: [redacted]
Sent: Tuesday, May 4, 2021 6:18 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

What changes? - they are not online to review. Only the original proposal is posted.

[redacted]

> On May 4, 2021, at 1:11 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:
>
> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.
>
> During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.
>
> **We want to hear from you, join us on Metrolinx Engage.**
>
> 1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
> 2. Project update and overview will be presented

3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, June 1, 2021 10:35 AM
To: [redacted]
Cc: Theresa Tran; Kristin Demasi
Subject: Durham-Scarborough BRT - 850 King Street W., Oshawa
Attachments: 20210527_DSBRT Backgrounder - Oshawa VOH_Update.pdf; PrelimDesign_Oshawa_High.png

Follow Up Flag: Follow up
Flag Status: Completed

Hello [redacted]

It was great connecting with you this morning.

As discussed, we're hosting a virtual meeting for businesses on King Street W., west of Thornton Road to the Whitby/Oshawa border on **June 8th, 2021** at **6:00 p.m**. to discuss the preliminary designs for this segment as part of the proposed Durham-Scarborough Bus Rapid Transit (DSBRT) project. Attached you will find the mailer that we canvassed to businesses in the area yesterday. Additionally, we're hosting a broader virtual open house for the Oshawa community on Thursday June 3rd, 2021 at 6:30 p.m. on Metrolinx Engage.

I've attached the most recent Oshawa alignment infographic for your information. More details on the DSBRT project can be found on Metrolinx Engage, as well as in a new blog story for the Oshawa community on Metrolinx News.

Should you have any specific questions about the project or work planned through this area, please don't hesitate to ask. We'd also be pleased to connect with interested staff from [redacted] directly, should there be an interest.

Thank you kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

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Meet with Metrolinx about Bus Rapid Transit in Your Community



Rendering of Bond Street at Stevenson Road North, Oshawa. All renderings are subject to change.

Project Overview

When it comes to building transit, we know that every decision matters for our communities and our future customers. The Durham-Scarborough Bus Rapid Transit (DSBRT) line will bring 36 kilometres of bus rapid transit that would serve Oshawa, Whitby, Ajax, Pickering and Scarborough. Higher capacity transit is needed to link communities, employment, schools, and other major destinations along Highway 2 across the Toronto and Durham boundary. The DSBRT will allow for seamless connections with local transit networks, providing the residents of Durham Region and the City of Oshawa more flexibility and choice to get where they need to go, faster and more reliably.

BY THE NUMBERS

38,400
expected daily ridership by 2041

Two-way
service every five minutes

24
buses per hour during peak period in both directions

162
kilotonnes of CO_2 reduced

$686 million
in economic benefits

BUS RAPID TRANSIT IS COMING YOUR WAY ALONG KING STREET WEST/BOND STREET WEST

- ***UPDATED: King Street West between the Whitby/Oshawa town border and Waverly Street South:** Two dedicated centre-median transit lanes. Maintaining four existing general traffic lanes; two eastbound lanes and two westbound lanes.
- **Bond Street West between Waverly Street South and Simcoe Street:** One dedicated westbound curbside transit lane. Maintaining two lanes for westbound general traffic.
- **King Street West between Waverly Street South and Simcoe Street:** One dedicated eastbound curbside transit lane. Maintaining two lanes for eastbound general traffic.

WHAT IS BUS RAPID TRANSIT?

- **Dedicated Lanes** for buses, where feasible, resulting in shorter travel times and more reliable transit service.
- **Frequent Service** with a bus every 5 minutes during peak hours.
- **Smart Signals** on Highway 2 are already installed and will adapt to support smoother traffic flow for all commutes - on buses, in personal vehicles, and on bicycles.
- **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.

WE WANT TO HEAR FROM YOU

Your feedback is vital to moving this important transit project forward. Metrolinx is hosting a virtual open house on **Thursday, June 3, 2021 from 6:30-7:30 pm.** Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage: www.metrolinxengage.com/content/live-meetings.

COMING THIS SUMMER

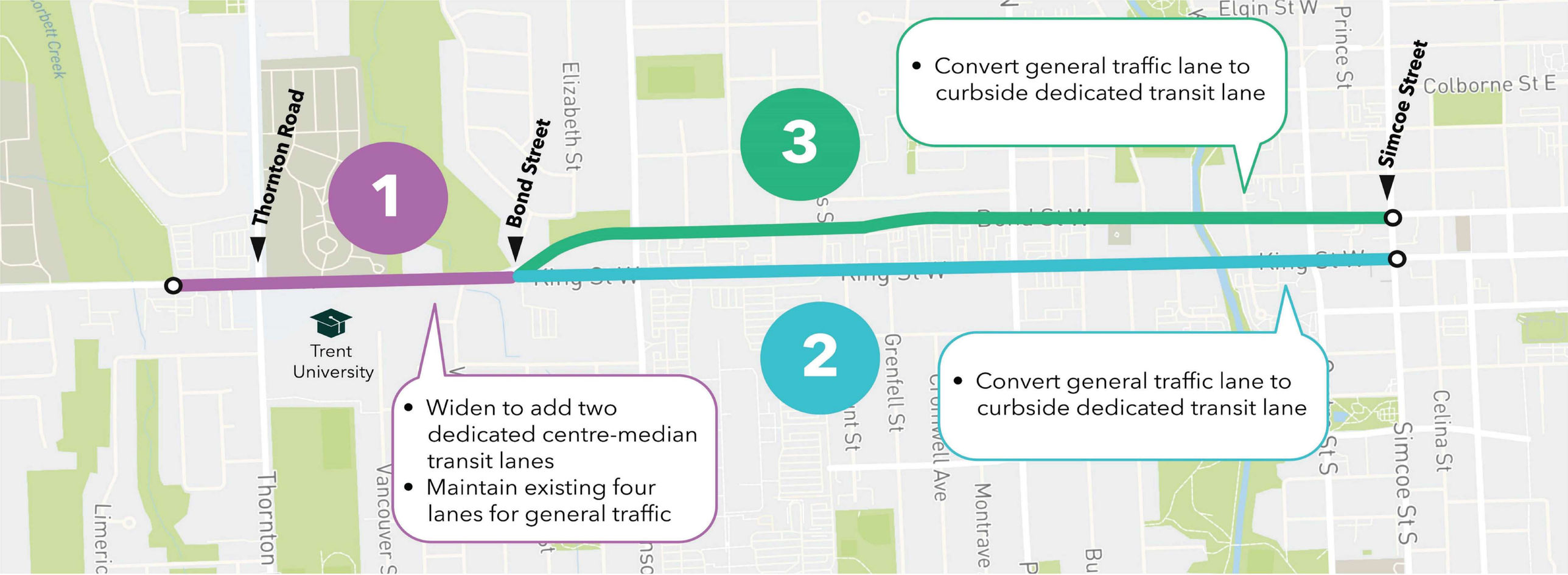
- Transit Project Assessment Process (TPAP)Commencement
- Public Information Centre #4

JOIN US FOR A VIRTUAL MEETING
with businesses west of Thornton to the Whitby/Oshawa border

Tuesday, June 8th, 2021 at 6:00 PM

To register, please email DSBRT@ metrolinx.com with your business name and number of attendees you would like to bring to the meeting. We will send you a meeting invitation with a call-in link.

Contact Us:
Write to us: **DSBRT@metrolinx.com**
Visit us online at **www.metrolinxengage.com/dsbrt**



Segment	1	2 (Eastbound)	3 (Westbound)
Existing lanes	4	4	4
Future proposed traffic lanes	4	2	2
Total number of lanes including BRT lanes	6	3	3

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:26 PM
To: Hopper, David; Margaret Parkhill; Kristin Demasi
Cc: Sam Bugos; Marianne Alden; Lauren Wilcox
Subject: FW: Form submission from: Contact the DSBRT Team

Hi there,

Please see another accessibility related inquiry submitted to MX Engage below – can you kindly draft a response.

Thanks,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 3, 2021 2:08 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Thursday, June 3, 2021 - 14:07
Submitted by user: Carol-Ann Chafe
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Accessibility
Message:

I have been perusing the data on this project, I noticed the mention of accessible buses and level platforms plus entry to shelter/wait areas. I did not notice any information about feedback or inclusion from a local accessibility advisory committee. Also no where on the plans, that I could see, were allocations for service animal drink and/or relieving stations. The Canadian Transportation Agency has included provisions for service animals, and other accessibility considerations, that I have not seen nor heard of from Metrolinx. When it comes to design please pay particular attention to accessibility requirements there. I constantly see glass enclosed/partially enclosed waiting areas but its glass on silver/greyish framing. This is dangerous for people who are colour blind, have vision issues such as depth perception problems. The glass does not have proper markings / decals on the glass to indicate there is something there. To many, glass is invisible. These are just a few issues that I have found that do not get addressed by Metrolinx. Thank you [redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/24497



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[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 16, 2021 5:57 PM
To: Lauren Wilcox; Christopher Sauvageau
Subject: FW: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Please track and file and create a draft response.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

From: [redacted]
Sent: Thursday, June 3, 2021 9:33 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Marilyn Crawford <marilyn.crawford@ajax.ca>; Rob Tyler Morin <rob.tylermorin@ajax.ca>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello Margaret,

Thanks for the update on the Whitby location. Not just Whitby (I'm in Ajax) residents but thousands of people from all across Durham will be relieved that regular vehicle traffic will be maintained through the town. Closing it to regular traffic was plain and simple, common sense, a bad idea. Nowhere that I know of have there been dedicated bus lanes installed and regular traffic shut down. Example.... HWY 7 in Vaughan, Davis Dr in Newmarket.

Another item which must change is the very poor design at Kingston Rd and Church St. The elimination of 1 westbound thru traffic lane on Kingston Rd at Church St makes no sense at all.
Also using Vaughan and Newmarket as an example, you will not find a location where thru lanes have been reduced to only 1 in order to accommodate bus lanes. Myself, residents and the Town of Ajax are strongly apposed to reducing the amount of thru lanes and have been voicing our opinions.

I am 100% in favour of transit improvements and bus lanes but absolutely NOT at the expense of existing regular vehicle lanes. Over time, with all the developing left to be done in Durham, traffic will only increase, regardless of the transit additions.
Eliminating thru traffic lanes has never been a good idea..... anywhere!
Go check out the traffic on HWY 7 and Davis Dr where there's dedicated bus lanes during rush hour when things are back to normal.

If you have not seen my detailed concerns regarding Kingston Rd & Church St please let me know and I will gladly pass you a copy.

Regards

[redacted]

On Tue, May 4, 2021, 4:11 PM Margaret Parkhill, <margaret.parkhill@ibigroup.com> wrote:

Greetings,

Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.

During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.

We want to hear from you, join us on Metrolinx Engage.

1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register

2. Project update and overview will be presented

3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 4, 2021 11:38 AM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Form submission from: Contact the DSBRT Team

Good morning [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.

A live recording of yesterday's presentation is available on Metrolinx Engage here. Additionally, a PDF version of the presentation deck is available here.

Should you have any questions, comments or feedback for the project team kindly send it to this e-mail, or through the comments form on Metrolinx Engage.

Have a wonderful weekend!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 3, 2021 8:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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[redacted]

Submitted on Thursday, June 3, 2021 - 20:27
Submitted by anonymous user: 69.159.189.110
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: I missed the meeting
Message:

Could you please send me the colws nots of what i missed please

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/24516

[redacted] Facebook [redacted] Twitter [redacted] Instagram

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From: DSBRT
To: [redacted]
Cc: Theresa Tran; [redacted]
Subject: RE: tomorrow's meeting
Date: Friday, June 4, 2021 11:32:55 AM
Attachments: image003.png

Good morning [redacted]

We hope you were able to join our virtual open house last night and are pleased you will be joining us this coming Tuesday – June 8th at 6:00 p.m. I've sent the MS Teams invite to [redacted] please let me know if you don't receive it.

If you have some time today, or Monday I'd like to connect in advance of the meeting to go over some of your concerns to ensure we have the right folks from the project team on hand to answer your questions.

Kindest regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 3, 2021 7:07 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: Re: tomorrow's meeting

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We will definitely join the meeting on the 8th as we have several concerns that need to be addressed.

Please add my name, [redacted]

We will let you know in the near future if we are needing to add any other guests.

Regards,

[redacted]

[redacted]

Sent from my iPhone
Please excuse any typos.

On Jun 3, 2021, at 3:48 PM, DSBRT <DSBRT@metrolinx.com> wrote:

Hi [redacted]

We do have a virtual meeting next week – June 8th, 2021 that is specific to businesses west of Thornton to the Whitby boundary as well, that would be a great opportunity to table these types of questions regarding impact. If that works, we'd just need the name(s) and e-mail addresses of all attendees to forward the June 8th meeting invitation to. See attached for further details.

If the above date/time does not work, please let me know and I can canvass internally on availabilities'.

Happy to connect quickly as well to discuss further.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image002.png>

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 3, 2021 3:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]

[redacted]
Subject: RE: tomorrow's meeting

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Jocelyn,

Thank you for your response to my email. We will make comments this evening should they fit with the timelines of the virtual call. However we do feel that it would be best that we arrange to have a follow up meeting with you and your team. Our interest in the project is extensive as it will directly impact our business and it's location.
Could you please arrange to have some dates for a meeting sent to us so that we can choose a mutually convenient time in the near future.

Thank you and Regards,

[redacted]

[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: June 3, 2021 3:18 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: tomorrow's meeting

Hi [redacted] good afternoon,

Thank you for your e-mail. We're happy to take your questions during the public meeting – however, should you have an extensive list, or very location specific questions we'd be pleased to arrange a follow-up meeting after the engagement.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image006.png>

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 2, 2021 3:52 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: tomorrow's meeting

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Hello

Can you please tell me how we are able to be in touch with the person or persons responsible for the LRT expansion in Durham. We need to speak to the changes and have numerous questions relating to our property and Metrolinx plans.
Are we able to speak and ask questions during tomorrow evenings live presentation?
Who can we speak to about these proposed plans?

Thank you and Regards,

[redacted]

[redacted]

Sent from Mail for Windows 10

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<20210527_DSBRT Backgrounder - Oshawa VOH_Update.pdf>

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 4, 2021 11:33 AM
To: [redacted]
Cc: Theresa Tran; [redacted]
Subject: RE: tomorrow's meeting

Good morning [redacted]

We hope you were able to join our virtual open house last night and are pleased you will be joining us this coming Tuesday – June 8th at 6:00 p.m. I've sent the MS Teams invite to [redacted], please let me know if you don't receive it.

If you have some time today, or Monday I'd like to connect in advance of the meeting to go over some of your concerns to ensure we have the right folks from the project team on hand to answer your questions.

Kindest regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: [redacted]
Sent: June 3, 2021 7:07 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: Re: tomorrow's meeting

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We will definitely join the meeting on the 8th as we have several concerns that need to be addressed.

Please add my name, [redacted]

We will let you know in the near future if we are needing to add any other guests.

Regards,

[redacted]

[redacted]

Sent from my iPhone
Please excuse any typos.

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Hi [redacted]

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Kind regards,

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JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image002.png>

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From: [redacted]
Sent: June 3, 2021 3:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: RE: tomorrow's meeting

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Could you please arrange to have some dates for a meeting sent to us so that we can choose a mutually convenient time in the near future.

Thank you and Regards,

[redacted]

[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: June 3, 2021 3:18 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: tomorrow's meeting

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Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image006.png>

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From: [redacted]
Sent: June 2, 2021 3:52 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: tomorrow's meeting

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Hello

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Are we able to speak and ask questions during tomorrow evenings live presentation?
Who can we speak to about these proposed plans?

Thank you and Regards,

[redacted]

[redacted]

Sent from Mail for Windows 10

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<20210527_DSBRT Backgrounder - Oshawa VOH_Update.pdf>

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:25 PM
To: Kristin Demasi; Margaret Parkhill; Marianne Alden; Lauren Wilcox
Subject: FW: Form submission from: Contact the DSBRT Team

FYI below – forgot to BCC you all.

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: DSBRT
Sent: June 30, 2021 2:22 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted]

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street.

This new option will:

- Maintain continuous eastbound and westbound general traffic movement on Dundas Street
- Minimize neighbourhood traffic infiltration and keep school buses, trucks, large vehicles on Dundas Street
- Improve pedestrian, transit, and driving access to businesses and support step free access on both sides of Dundas Street
- Provide more space for streetscaping and enhance the public realm on Dundas Street
- Maintain the character of Downtown Whitby
- Restore all 31 on street parking spaces, through an expanded parking lot at Elm Street and Byron Street

More information on the preliminary design, renderings, a recording of our most recent virtual engagement for the Whitby community, and a copy of the presentation can be found here. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather

feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 4, 2021 3:29 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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[redacted]

Submitted on Friday, June 4, 2021 - 15:29
Submitted by anonymous user: 70.48.13.229
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Whitby Hwy. 2
Message:

Am I seeing this correctly? Is the initial plan to have Hwy. 2 in downtown Whitby exclusively open to transit traffic? I hope this is not the case, or if it was, that it has been changed. Two years ago, this would have been a terrible idea, and with the number of additional homes that have been constructed in the region recently, the population of the area will be up thousands over the next short while. If the plan is to shut down highway 2 in downtown Whitby to local traffic, this will cause so many traffic issues I don't even want to imagine how it will look. Can you please let me know if that is the current plan, and if so, how we change it? Anyone living in the area will tell you this is...unwise. To put it as nicely as I can considering the trepidation I feel if this is the current plan.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/24569

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, June 7, 2021 2:58 PM
To: [redacted]
Cc: Theresa Tran; [redacted]
Subject: RE: tomorrow's meeting

Hi [redacted] good afternoon,

Would you still like to connect today in advance of our meeting tomorrow evening?

Kind regards,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: June 4, 2021 1:34 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: Re: tomorrow's meeting

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Hi Jocelyn

Thank you for your follow up and invite for the 8th.
I will arrange to call you Monday as a preliminary for the Tuesday call.

Regards,

[redacted]

[redacted]

Sent from my iPhone
Please excuse any typos.

On Jun 4, 2021, at 11:32 AM, DSBRT <DSBRT@metrolinx.com> wrote:

Good morning [redacted]

We hope you were able to join our virtual open house last night and are pleased you will be joining us this coming Tuesday – June 8th at 6:00 p.m. I've sent the MS Teams invite to [redacted], please let me know if you don't receive it.

If you have some time today, or Monday I'd like to connect in advance of the meeting to go over some of your concerns to ensure we have the right folks from the project team on hand to answer your questions.

Kindest regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image003.png>

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From: [redacted]
Sent: June 3, 2021 7:07 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: Re: tomorrow's meeting

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

We will definitely join the meeting on the 8th as we have several concerns that need to be addressed.

Please add my name, [redacted]

We will let you know in the near future if we are needing to add any other guests.

Regards,

[redacted]

[redacted]

Sent from my iPhone
Please excuse any typos.

On Jun 3, 2021, at 3:48 PM, DSBRT <DSBRT@metrolinx.com> wrote:

Hi [redacted]

We do have a virtual meeting next week – June 8th, 2021 that is specific to businesses west of Thornton to the Whitby boundary as well, that would be a great opportunity to table these types of questions regarding impact. If that works, we'd just need the name(s) and e-mail addresses of all attendees to forward the June 8th meeting invitation to. See attached for further details.

If the above date/time does not work, please let me know and I can canvass internally on availabilities'.

Happy to connect quickly as well to discuss further.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image002.png>

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 3, 2021 3:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>; [redacted]
Subject: RE: tomorrow's meeting

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Jocelyn,

Thank you for your response to my email. We will make comments this evening should they fit with the timelines of the virtual call. However we do feel that it would be best that we arrange to have a follow up meeting with you and your team. Our interest in the project is extensive as it will directly impact our business and it's location.
Could you please arrange to have some dates for a meeting sent to us so that we can choose a mutually convenient time in the near future.

Thank you and Regards,

[redacted]

[redacted]

[redacted]

Sent from Mail for Windows 10

From: DSBRT
Sent: June 3, 2021 3:18 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: tomorrow's meeting

Hi [redacted] good afternoon,

Thank you for your e-mail. We're happy to take your questions during the public meeting – however, should you have an extensive list, or very location specific questions we'd be pleased to arrange a follow-up meeting after the engagement.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

<image006.png>

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From: [redacted]
Sent: June 2, 2021 3:52 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: tomorrow's meeting

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Hello

Can you please tell me how we are able to be in touch with the person or persons responsible for the LRT expansion in Durham. We need to speak to the changes and have numerous questions relating to our property and Metrolinx plans.
Are we able to speak and ask questions during tomorrow evenings live presentation?
Who can we speak to about these proposed plans?

Thank you and Regards,

[redacted]

[redacted]

[redacted]

Sent from Mail for Windows 10

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<20210527_DSBRT Backgrounder - Oshawa VOH_Update.pdf>

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[redacted]

From: Margaret Parkhill
Sent: Thursday, June 10, 2021 9:24 AM
To: DSBRT
Cc: Kristin Demasi; Oscar A Tapia; Carmen Rapati; Lauren Wilcox; Marianne Alden
Subject: FW: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Please see message below.
IBI will send a response.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Wednesday, June 9, 2021 5:58 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Hello members of team on the Ellesmere transit route.
The community that will be mostly affected with the increased number of buses are Asking to halt the program.

This area has seen an increase in the number of traffic from west rouge cars and Pickering going to the 401.

In my last email I suggested the route could be changed at Meadowvale and 401 exit at old Kingston road.
Go north adjacent to the Meadowvale ramp then west along the south side of the 401, the exit from from this route is already at Conlins Road.

The money for the widening of the Ellesmere road could be used to create the road way.
The land is owed by the government or the city. It is about 90 feet wide. This would be like a service road, similar to the one in Oakville, along the QEW.

Thanks for the opportunity , hope you rethink the plan.

[redacted]

> On May 27, 2021, at 12:26 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:
>
> **Join Us For Our Upcoming Virtual Open House (Oshawa)**
>
> When it comes to building transit, we know that every decision matters for our communities and our future customers.
> Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.
>
> Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:09 AM
To: [redacted]
Subject: RE: Updates

Hello [redacted],

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

You have been subscribed to the project mailing list and the Metrolinx Durham regional e-newsletter, which will contain details about any future public engagements related to the DSBRT project.

On May 20th, 2021 Metrolinx and the DSBRT team hosted a virtual open house for the Whitby community to overview the refined 3-Lane preliminary design option. To view the presentation, or the material please visit Metrolinx Engage.

Once funding is secured and Metrolinx moves into the detailed design phase, there will be more opportunities for the community to provide feedback. Metrolinx will establish CLCs likely in early 2022, that will meet regularly throughout the lifecycle of the project and will include stakeholders such as local residents, business associations and other important organizations along the corridor to provide Metrolinx and its successful constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption to ensure that it reflects and meets the need of the community.

We'd be pleased to connect with you directly should you require any additional information, or have any further questions about the project.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 9, 2021 3:22 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Updates

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Hello DSBRT@Metrolinx,

Please sign me up for updates on the Metrolinx rapid transit project.

Please also tell me when the next opportunity to attend a community consultation meeting is scheduled for.

Thank you,

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, June 10, 2021 4:36 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: Durham-Scarborough Bus Rapid Transit Project

Hi [redacted],

Thank you for the prompt response, looking forward to hearing back.

In the interim, should you have any questions please advise.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 10, 2021 11:19 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit Project
Importance: High

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Hello Jocelyn;

I received both your e-mail and voice mail. I forwarded your e-mail to our [redacted].

Someone will be in contact with you. Due to the current pandemic, I am working remotely and not able to book appointments.

Thank you so much for reaching out to [redacted]

Have a good day, stay safe and healthy.

Kind regards,

[redacted]

[redacted]

[redacted]

Kind regards,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

C: 437.240.1559

Metrolinx



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[redacted]

From: Margaret Parkhill
Sent: Thursday, July 22, 2021 11:32 AM
To: Jocelyn Stenner; David Phalp; Carmen Rapati; DSBRT; Kristin Demasi
Cc: Hopper, David; Marianne Alden; Lauren Wilcox
Subject: RE: 301-502324-W4M0F7 > Construction > Construction Impacts Not Noise EM0002370442

Has this individual been contacted by DSBRT?
Just catching up on my emails, but I don't think I saw a reply go through?

Name: [redacted]
Email: [redacted]

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, June 24, 2021 11:40 AM
To: David Phalp <David.Phalp@metrolinx.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>
Subject: FW: 301-502324-W4M0F7 > Construction > Construction Impacts Not Noise EM0002370442

FYI

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Sent: June 23, 2021 12:21 PM
To: Catherine Mais <Catherine.Mais@metrolinx.com>; Durham Region <DurhamRegion@metrolinx.com>
Subject: RE: 301-502324-W4M0F7 > Construction > Construction Impacts Not Noise EM0002370442

Hi Durham Region Community Relations,

The writer has indicated they've yet to be contacted about the DSBRT. Would you be able to reach out to the customer as soon as you can?

Thanks,

JUDGE CONCEPCION
Customer Relations Representative, Customer Care | Customer Service
Metrolinx

20 Bay Street | Suite 700 | Toronto | Ontario | M5J 2W3
T: 416.202.0358

[redacted]

---------- Original Message ----------
From: Metrolinx Customer Relations
Received: 6/14/21 12:26 PM
To: Catherine.Mais@metrolinx.com; DurhamRegion@metrolinx.com
Subject: 301-502324-W4M0F7 > Construction > Construction Impacts Not Noise EM0002370442

For Your Information

The following customer concern requires your attention. Response is not required.

If you have access to the Contact Management system you may access the case directly by clicking on the following link.

Case Number: 301-502324-W4M0F7

If you are responding to this case via email please do not change subject line.

Case Number: 301-502324-W4M0F7

Channel Received: **E-comment**

Date of Receipt: **6/11/21 7:29 PM**

Incident Date: **6/11/21**

Incident Time: **N/A**

Service Category: **Construction**

Complaint Code: **Construction Impacts Not Noise**

Office: **Community Relations - Durham Region**

CSR Name: **Judge Concepcion**

CSR Comment:

Good afternoon,

Would someone from your team be able to contact the writer? Sounds like they're referring to the Durham-Scarborough Bus Rapid Transit project.

Name: [redacted]
Email: [redacted]
Phone: N/A

Thanks,

Judge

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: **I just learned of MetroLinx's plan to drastically change Ellesmere Rd from Old Kingston Rd to Morningside. I live in the neighborhood and although my house is not on Ellesmere Rd,**

Message:

I just learned of MetroLinx's plan to drastically change Ellesmere Rd from Old Kingston Rd to Morningside. I live [redacted] and although [redacted] the stretch of road in question is part of the residential feel of the community. To see the plan that is being proposed is mindboggling and very distressing to me. Who is/are the bureaucrats responsible for this atrocious planning?
Is this what is being taught in business schools? To destroy a residential area without regard to the true cost/benefits is simply autocratic and unacceptable. Is your CEO Phil Verster aware of this plan?
I would like to ask that Phil be invited to talk to our neighborhood and explain to us what is really behind this plan. Have him look at the road in question in person and then tell us that this would still be a residential area.
PLEASE GET THIS MESSAGE TO PHIL URGENTLY AND LET ME KNOW WHEN WE CAN GET A PROPER RESPONSE TO THIS ISSUE!

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Danielle Punit

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:16 AM
To: Margaret Parkhill; Hopper, David
Cc: Marianne Alden; Lauren Wilcox; Sam Bugos; Kristin Demasi
Subject: FW: Form submission from: Contact the DSBRT Team

Hi all,

Please see inquiry below submitted to MX Engage – can you kindly review and prepare a draft response.

Thanks,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 11, 2021 8:40 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, June 11, 2021 - 20:40
Submitted by anonymous user: 2607:fea8:5c20:6565:e02c:cf7:9bb:9c7d
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Accessibility
Message:

I don't see anywhere in your new designs that speak to accessibility. I am a disabled senior. I use a mobility scooter to travel and my scooter is not accommodated by current transit buses. These buses can accommodate smaller scooters and wheelchairs but not bigger model scooters. I am a user of Durham Region Specialized Transit however it does not afford me the option of traveling to Scarborough Town Centre. Are there any proposals in your illustrious plans that will accommodate people like myself. I find that we are often overlooked in all aspects of travel, business access and a host of others barriers.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/25053

Facebook Twitter Instagram

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:34 AM
To: [redacted]
Subject: RE: Information Request
Attachments: Whitby.pdf; Byron_SL_2_DT1_June_2021.jpg

Hi again [redacted],

The most recent preliminary design plans, can be found on Metrolinx Engage. I've also attached a PDF copy of the presentation and an updated rendering for your review.

The refined 3-lane options will:

- Maintain continuous eastbound and westbound general traffic movement on Dundas Street
- Minimize neighbourhood traffic infiltration and keep school buses, trucks, large vehicles on Dundas Street
- Improve pedestrian, transit, and driving access to businesses and support step free access on both sides of Dundas Street
- Provide more space for streetscaping and enhance the public realm on Dundas Street
- Maintain the character of Downtown Whitby
- Restore all 31 on street parking spaces, through an expanded parking lot at Elm Street and Byron Street

As an aside, we're currently working with the Metrolinx Engage website developer to create a new site map for the DSBRT page, in order to make it more user friendly – we're hoping these changes will be implemented in the next few weeks.

Please let me know if you require any other information, happy to set up a call.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 11, 2021 8:27 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Information Request

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Hello DSBRT Metrolinx,

I am contacting you to request information (including a map) of the revised plan for the downtown Whitby portion of the DSBRT project. The information I have found online reflects the original proposal and I am not able to find current information.

I understand that under the revised plan there will be both eastbound and westbound car traffic permitted through the downtown intersection of Dundas St. and Brock St. I understand that this involves a 100 metre section in which car and bus traffic will merge to allow for westbound traffic. I also understand that the sidewalk on the north side of Dundas will be widened. I'm unclear on how this will look (especially if street parking in this area continues).

Please send me updated information (including a map) of the revised plan or direct me to a website where I can find current information.

Thank you,

[redacted]

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BAR + TAN
Downtown
WHITBY
MAIN
Streets
More!
DurhamRegion
Transit
5922

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, June 15, 2021 3:27 PM
To: [redacted]
Cc: Theresa Tran
Subject: RE: [redacted] DSBRT

Hello [redacted]

Thank you kindly for getting back to me and apologies for the delayed response.

We'd be happy to meet with you virtually (MS Teams) to answer your questions, or alternatively, you're more than welcome to submit them via e-mail – please let us know your preference and we can accommodate either.

If you'd like to connect on the phone, I can be reached at the undersigned.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: June 11, 2021 11:07 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: [redacted] DSBRT

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Good morning Jocelyn,

My name is [redacted] and I am one of the [redacted] from [redacted]. Thank you so much for reaching out. We have been following the ongoing communications from Metrolinx regarding plans for the BRT with great interest. We do a small number of questions we would like to pose to your team. Would you prefer to meet, phone or receive emails?

[redacted].

Hello [redacted],
I'm writing to you as a follow-up to my voicemail this morning.
We're reaching out to [redacted] to provide more information on the Durham-Scarborough Bus Rapid Transit (DSBRT) Project and the preliminary design plans for the Town of Whitby. We'd be pleased to set up a meeting with your office so you have an opportunity to ask any questions your organization may have about the project.
The DSBRT team held a virtual open house for the Whitby community on May 20th, 2021 to overview the current preliminary designs for Whitby – a recording of the event, along with the presentation material is available here.
Please let us know if you have an interest in meeting with our team, and I'd be pleased to canvass availabilities. I can be reached at the direct number below.
To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com.
For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.
Kind regards,
JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, June 14, 2021 8:42 PM
To: [redacted]
Cc: Hopper, David; Mathieu Goetzke; Theresa Tran; Kristin Demasi
Subject: RE: DSBRT Whitby section plan

Hello [redacted],

Thank you for writing to us about the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

On May 20th, 2021 Metrolinx and the DSBRT project team hosted a virtual open house for the Whitby community to overview the refined 3-Lane preliminary design option. The presentation material and a live recording of this event can be found on Metrolinx Engage. Additionally, answers to questions we were not able to get to during the live event are now posted. More information on our previous virtual engagements for the project can be found under the 'past events' tab here.

Since the outset of the pandemic, we have aimed to increase our online engagement and website presence in the community and are currently working to reorganize the DSBRT Metrolinx Engage site. We anticipate those changes to be implemented within the coming month.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com.

Please let us know if you have any questions we can help answer.

Kindest regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: [redacted]
Sent: June 13, 2021 2:59 PM
To: David Hopper <David.Hopper@parsons.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: DSBRT Whitby section plan

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Good afternoon Mr. Hopper and Mr. Goetzke, and Metrolinx DSBRT Project,

I live in downtown Whitby and I am very interested in learning more about the current Metrolinx rapid transit plan regarding downtown Whitby (in the area of Brock St. and Dundas St.)

The Metrolinx website (metrolinxengage.com) only shows the initial proposal (bus only transit mall) that has since been revised. Despite going to the Metrolinx Engage website and searching online, I have not been able to locate information on the current design plan.

It is very important that people in the Whitby community are informed about this plan because we are the people who will be directly impacted. Please send me information or direct me to an up to date website.

Thank you,

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, June 14, 2021 8:56 PM
To: [redacted]
Cc: Theresa Tran
Subject: Durham-Scarborough Bus Rapid Transit - Inquiry

Hello [redacted],

The community engagement team for Durham was forwarded your inquiry from our customer care group.

Firstly, thank you for taking the time to inquire about the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

The DSBRT project team has consulted with the Central Lake Ontario Conservation Authority (CLOCA) since 2019, and the start of the preliminary design and environmental assessment study.

On May 20th, 2021 Metrolinx hosted a virtual open house for the Whitby community to overview the refined 3-Lane preliminary design option. The presentation material and a live recording of this event can be found on Metrolinx Engage. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com.

Should you have any further questions, please don't hesitate to ask.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.
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From: DSBRT
To: [redacted]
Cc: Theresa Tran
Subject: Durham-Scarborough Bus Rapid Transit Project
Date: Tuesday, June 15, 2021 3:15:30 PM
Attachments: image003.png

Hello [redacted]

Thank you for taking the time to speak with me this afternoon.

As discussed, the DSBRT team held a virtual open house for the Oshawa community on June 3rd, 2021 to overview the current preliminary designs for Oshawa – a recording of the event, along with the presentation material is available here.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Should you have any questions in the future, please don't hesitate to contact the undersigned, and all the best at your new [redacted]!

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, June 15, 2021 3:04 PM
To: [redacted]
Cc: Theresa Tran
Subject: Durham-Scarborough Bus Rapid Transit Project

Hello [redacted]

Thank you for taking the time to speak with me this afternoon.

We're reaching out to [redacted] to provide more information on the Durham-Scarborough Bus Rapid Transit (DSBRT) Project and the preliminary design plans for the Town of Whitby. We'd be pleased to set up a meeting with your office and [redacted] so you have an opportunity to ask any questions your organization may have about the project.

The DSBRT team held a virtual open house for the Whitby community on May 20th, 2021 to overview the current preliminary designs for Whitby – a recording of the event, along with the presentation material is available here.

Please let us know if you have an interest in meeting with our team, and I'd be pleased to canvass availabilities. I can be reached at the direct number below.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, June 15, 2021 3:24 PM
To: [redacted]
Cc: Theresa Tran
Subject: Durham-Scarborough Bus Rapid Transit Project

Hello,

I am writing to you as a follow-up to my voicemail left this afternoon.

We're reaching out to the [redacted] to provide more information on the Durham-Scarborough Bus Rapid Transit (DSBRT) Project and the preliminary design plans for the Town of Whitby. We'd be pleased to set up a meeting with your office so you have an opportunity to ask any questions your organization may have about the project.

The DSBRT team held a virtual open house for the Whitby community on May 20th, 2021 to overview the current preliminary designs for Whitby – a recording of the event, along with the presentation material is available here.

Please let us know if you have an interest in meeting with our team, and I'd be pleased to canvass availabilities. I can be reached at the direct number below.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

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[redacted]

From: Margaret Parkhill
Sent: Tuesday, June 22, 2021 4:23 PM
To: Jocelyn Stenner
Cc: Lauren Wilcox
Subject: RE: Metrolinks

Hi Jocelyn,
I'm sure you're digging out - was a response to this one sent yet?
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

-----Original Message-----
From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, June 17, 2021 12:08 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>; Marianne Alden <marianne.alden@ibigroup.com>
Cc: Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>; Uton Samuels <Uton.Samuels@metrolinx.com>
Subject: RE: Metrolinks

Thanks and yes - looping in EPA as well.

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

-----Original Message-----
From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: June 17, 2021 11:33 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; David Hopper <David.Hopper@parsons.com>; Marianne Alden <marianne.alden@ibigroup.com>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: FW: Metrolinks

FYI Mathieu was ccd so we may need to respond from DSBRT to acknowledge ?

-----Original Message-----
From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: June-16-21 1:46 PM

To: DSBRT <DSBRT@metrolinx.com>; Theresa Tran <Theresa.Tran@metrolinx.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: FW: Metrolinks

-----Original Message-----
From: Mitchell, Don <mitchelld@whitby.ca>
Sent: June 16, 2021 1:37 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>; Ryan Turnbull <ryan.turnbull@parl.gc.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Metrolinks

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Thank you for your email and your concerns about clean drinking water for indigenous communities. I have shared your email with MP Turnbull as that important matter is under the control of our federal government.

I have also copied Metrolinx with your concern as they have completed the business case for the proposed BRT project and can provide further details.

All my best,

Don Mitchell, Mayor

> On Jun 16, 2021, at 1:27 PM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
>
> Can you, as a politician explain why this money wouldn't be better spent getting clean drinking water to Indigenous communities?
>
> How can we afford $500mill plus on TRANSIT to further destroy this land when there are communities across this country and in this province without access to clean drinking water?
>
> How does this work towards Truth and Reconciliation?
>
>
> There is absolutely no excuse.
>
>
> [redacted]
>
> Sent from my iPhone

Confidentiality Warning: This e-mail contains information that is confidential and is intended only for the use of the named recipient(s). If you are not the intended recipient, you are hereby notified that any review, copying or distribution of this transmission is strictly prohibited.
Please contact the Town of Whitby immediately if you have received this transmission in error and delete this message.

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[redacted]

From: Carmen Rapati <Carmen.Rapati@metrolinx.com>
Sent: Wednesday, June 16, 2021 11:48 AM
To: Kristin Demasi; Oscar A Tapia; Margaret Parkhill; Marianne Alden; Lauren Wilcox; Hopper, David
Subject: FW: Re: Office of MPP Vijay Thanigasalam - Re: Metrolinx bus rapid transit on Ellesmere Road EML:024400241

FYI

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: June-16-21 11:45 AM
To: Tas Borovilos <tas.borovilos@pc.ola.org>; TorontoEast <TorontoEast@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Juliana Wilson <juliana.wilson@ontario.ca>; Louis.Vatrt@ontario.ca; TorontoEast <TorontoEast@metrolinx.com>
Cc: TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: Re: Office of MPP Vijay Thanigasalam - Re: Metrolinx bus rapid transit on Ellesmere Road EML:024400241

Hi Tas,

Here is some information for the constituent:

The Durham-Scarborough Bus Rapid Transit project team recognizes the unique character of the Highland Creek community. In fact, the area along Ellesmere Road from Military Trail to Kingston Road, including the Highland Creek area, was identified as an area requiring detailed study.

Our objective is to find the right solution which provides transit reliability and remains sensitive to the local context. Projects of this size take time to develop the concept from planning to detail design, before the bus lanes can be implemented. The planning and preliminary design for the Durham-Scarborough Bus Rapid Transit project is ongoing.

In response to previous comments from the community and stakeholders, and in consultation with City of Toronto staff, the preliminary design for Ellesmere Road was re-evaluated. From Military Trail to Meadowvale Road, the design now proposes to convert two lanes to bus-only and maintain one lane for general traffic in each direction. This will reduce the overall project footprint and reduce impacts to the community.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to make left turns or u turns at signalized intersections. We understand that changing access is challenging, at least initially. For safety reasons for all road users, a raised island is proposed along Ellesmere Road with the introduction of dedicated transit lanes.

The Metrolinx regional forecasting model indicates that the DSBRT will encourage nearly twice as many transit trips in the corridor than are there today, significantly reducing pressure to expand roads to accommodate more cars.

The proposed dedicated transit lanes will greatly improve travel time reliability, meaning buses will arrive on time. Improved reliability will also make it easier for people to transfer to other local routes to get where they want to go. The Initial Business Case found that the average DSBRT rider will save 9.5 minutes, with longer trips saving more time. Transit travel time savings are one of the primary reasons for investing in rapid transit and can be quantified to assess the value that the investment brings to its riders.

Metrolinx will continue to consult with the community, stakeholders, elected officials and municipal and regional partners to fine tune the project through the detail design stage. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements.

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. For more information, visit www.metrolinxengage.com/dsbrt or email us at dsbrt@metrolinx.com.

Regards,

Carmen Rapati

---------- Original Message ----------
From: Tas Borovilos
Received: 6/9/2021 11:22 AM
To: <Toronto East>; DSBRT@metrolinx.com; Juliana Wilson; Louis.Vatrt@ontario.ca; Toronto East
Subject: Re: Office of MPP Vijay Thanigasalam - Re: Metrolinx bus rapid transit on Ellesmere Road EML:024400241

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Thank you Carmen.

Tas

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: Wednesday, June 9, 2021 9:56 AM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>; TorontoEast <TorontoEast@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>; Juliana Wilson <juliana.wilson@ontario.ca>; Louis.Vatrt@ontario.ca <Louis.Vatrt@ontario.ca>; TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: Office of MPP Vijay Thanigasalam - Re: Metrolinx bus rapid transit on Ellesmere Road EML:024400241

Good morning Tas,

Thank you for sharing this. I will get back to you with a response as soon as possible.

Regards,

Carmen Rapati
Community Relations & Issues Specialist
Toronto East
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6
416-202-3900
torontoeast@metrolinx.com

To sign up and receive our Toronto East enewsletter, click here.

---------- Original Message ----------
From: Tas Borovilos
Received: 6/8/2021 7:44 PM
To: <Toronto East>; DSBRT@metrolinx.com; Juliana Wilson; Louis.Vatrt@ontario.ca; Toronto East
Subject: Office of MPP Vijay Thanigasalam - Re: Metrolinx bus rapid transit on Ellesmere Road

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Good evening Carmen.

Can a member of the team please respond to constituents' email below.

[redacted] asked me to send to Metrolinx on her behalf.

Thanks in advance.

Sincerely,

Tas Borovilos
Case Manager
Office of MPP Vijay Thanigasalam
Scarborough - Rouge Park
416-283-8448

> On Jun 8, 2021, at 3:13 PM, Borovilos, Tas <tas.borovilos@pc.ola.org> wrote:
>
> Good afternoon [redacted].
>
> Thank you for your email.

I have provided MPP Thanigasalam with your feedback.

I was told that residents are always free to contact the project team via **dsbrt@metrolinx.com** or through the website. Feedback and comments that Metrolinx receives from the public through these channels **is considered a part of the public record so it's important that residents sign up to the DSBRT website** and to send comments and concerns to them directly.

Stay up to date by:

• Signing-up for the project mailing list: **dsbrt@metrolinx.com**

• Visiting the project website: **www.metrolinxengage.com/dsbrt**

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

MPP Thanigasalam will certainly continue to inform residents in Scarborough - Rouge Park when we receive any updates on this project as well as continue to voice and advocate residents' concerns on this project with both Metrolinx and Ministry of Transportation too. We are in constant communication with Metrolinx.

Further, we have also had numerous conversations with the Highland Creek Community Association on this issue too as they're an important stakeholder in the riding who's been on top of this project since it first started.

Please let me know if I have permission to forward your email below to Metrolinx and Ministry of Transportation for review so that your concerns can be considered a part of public record.

Thank you, again [redacted] for letting us know your concerns. We look forward to continuing our communication with you.

Regards,

Mr. Tas Borovilos

Case Manager

Office of MPP Vijay Thanigasalam

Scarborough - Rouge Park

416-283-8448

-----Original Message-----
From: [redacted]
Sent: June 8, 2021 2:16 PM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx bus rapid transit on Ellesmere Road

Sent from my iPhone
> Hi ,
> Please help us to stop this poorly designed plan which will destroy our neighbourhood.
> The less than 5 minutes which it will save people from outside this neighbourhood makes no sense.
> How can this help with making the community greener?
> This plan will cause congestion on Ellesmere Road. It's as stupid as the bus only lane on Morningside Ave.
> Who knows what the future will be with respect to pandemics and epidemics? Learning can be done virtually most of the time. Why are we spending tax payers dollars on a transit system that might not even be well used?
> Thank you.
> Sent from my iPhone

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F om Bla ga et a kh ll

To

Subject DSBRT - E lesme e Road Bus ness Info mat on Sess on #3

Attachments TZS_2021-06-24_Ellesme eBusiness3 d ail_2021-06-18.pdf

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P ease o n us fo the th d bus ness nfo mat on sess on fo Da ham Sca bo ough Bus Rap d T ans t

Thu sday June 24 f om 11 00 a m to 12 noon

The pu pose of the meet ng s o p esent the p e e ed p e m ma y des gn

An nfo mat on package (PDF) s attached fo you ev ew n advance of he meet ng

Due o COVID-19 the meet ng w be conducted v tua y P ease jo n us ng the M c osoft Teams nk be ow o d a n us ng you phone

You can ev ew p oject mate a f om p ev ous ounds of pub c comm at on at www.met o mengage.com dsb t =h tps cant01.safe nks.p otect.on.out ook.com ?
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If you have any quest ons you can send hem to he p o ect eam befo e the meet ng at dsb @met o mx.com <ma to dsb@met o mx.com>

Rega ds

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IBI G oup

M c osoft Teams meet ng

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O ca n (aud o on y)

1 647-749-7500 6751038244 <tel 16477497500 6751038244> Canada To onto

Phone Confe ence ID 675 103 824#

F nd a oca numbe <h tps d a n eams.m c osoft.com 32452e64-89a3-44da a29a-f9653aed2cfd? d=675103824> | Reset PIN <h tps mysett ngs ync.com.pstncon e enc ng>

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Durham-Scarborough Bus Rapid Transit

Ellesmere Road Businesses Information Session #3

Metrolinx

JUNE 24, 2021

Meeting Purpose

- To provide information on transit routes and ridership on Ellesmere Road.
- To review safety benefits and traffic operations.
- To discuss truck access options for businesses along Ellesmere Road.
- To discuss supports for local businesses and answer your questions.

Ellesmere Road: Transit Services

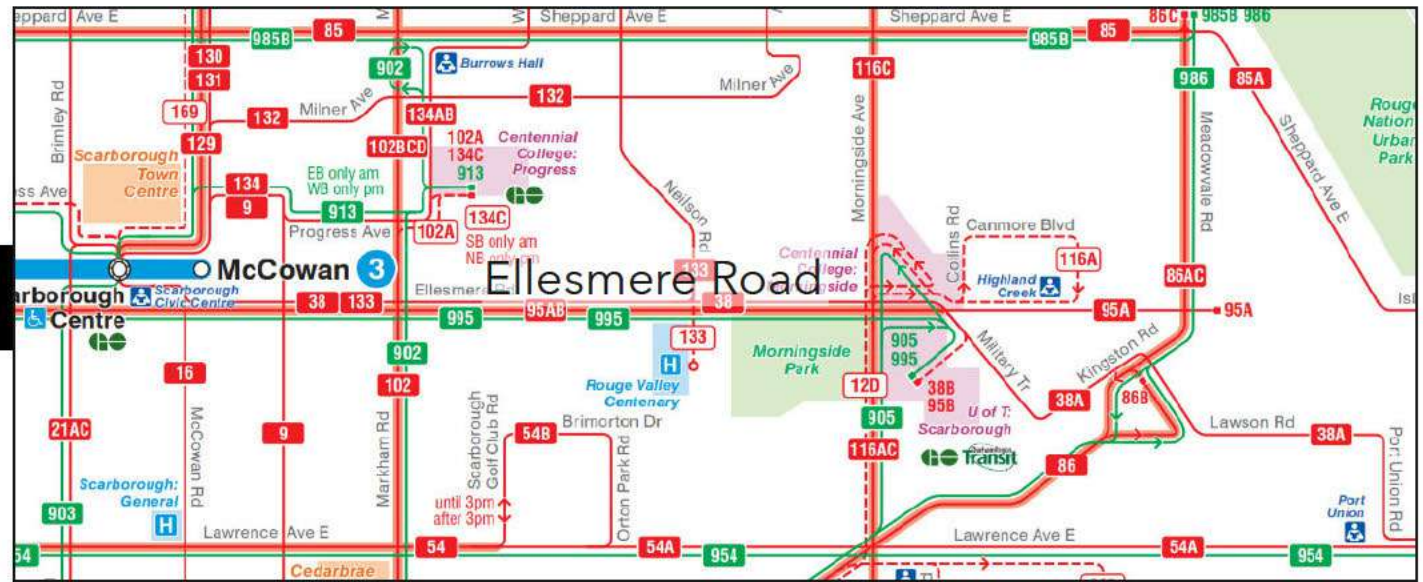
Ellesmere Road is defined by City of Toronto as a higher order rapid transit corridor and part of the TTC's Ten Minute Network west of Military Trail.

TTC bus routes will be able use the dedicated lanes along Ellesmere Road, including:

- 995 York Mills Express
- 38 Highland Creek
- 133 Neilson
- 95 York Mills (may operate [redacted] curbside for accessible coverage)

Durham-Scarborough BRT is not a new transit service.

Dedicated transit lanes will support existing bus services to operate more reliably.



Source: TTC System Map (Feb 2020)

[redacted]

Ellesmere Road: Transit Ridership

Existing ridership (2018, pre-Covid):

- 5,000+ daily passengers use the stops at Bellamy, Dolly Varden, Markham Road
  - 4,000 at Ellesmere & Markham Road; 800 at Bellamy Road; 400 at Dolly Varden
- 2,000 riders per hour at Markham (eastbound and westbound)

Future ridership (2041 projections):

- 7,500 daily passengers use the stops at Bellamy, Dolly Varden, Markham Road
- 4,000 riders per hour at Markham (eastbound and westbound)

For the entire route from Oshawa to Scarborough Centre

- 6,400 riders in the peak hour
- 38,400 riders per day

Safety Benefits

The project will improve safety for all road users

- Improving pedestrian experience through upgraded, continuous sidewalks
- Protecting transit users through raised and barrier-protected platforms
- Improving safety of cyclists with grade separated cycling facilities
- Preventing collisions for drivers by incorporating a raised median and restricting mid-block left-turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety
- In line with Vision Zero: Toronto's Road Safety Plan, which aims to eliminate fatalities and serious injuries on city streets



18%

OF PEDESTRIANS IN THE LAST 5 YEARS WERE STRUCK BY A VEHICLE TURNING LEFT AT AN INTERSECTION

https://www.toronto.ca/wp-content/uploads/2017/11/990f-2017-Vision-Zero-Road-Safety-Plan_June1.pdf
Page 28

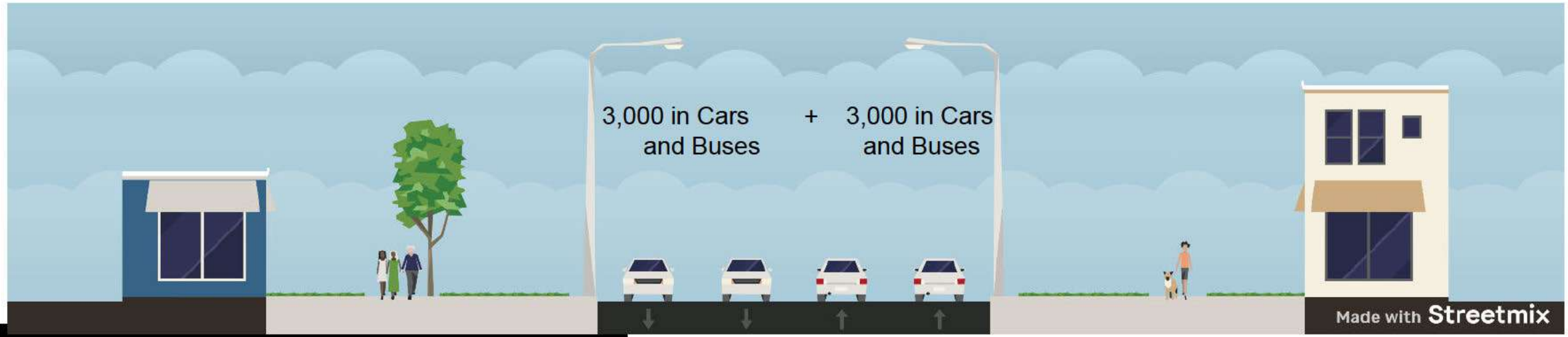
Left-turns and U-Turns at Signalized Intersections (video)

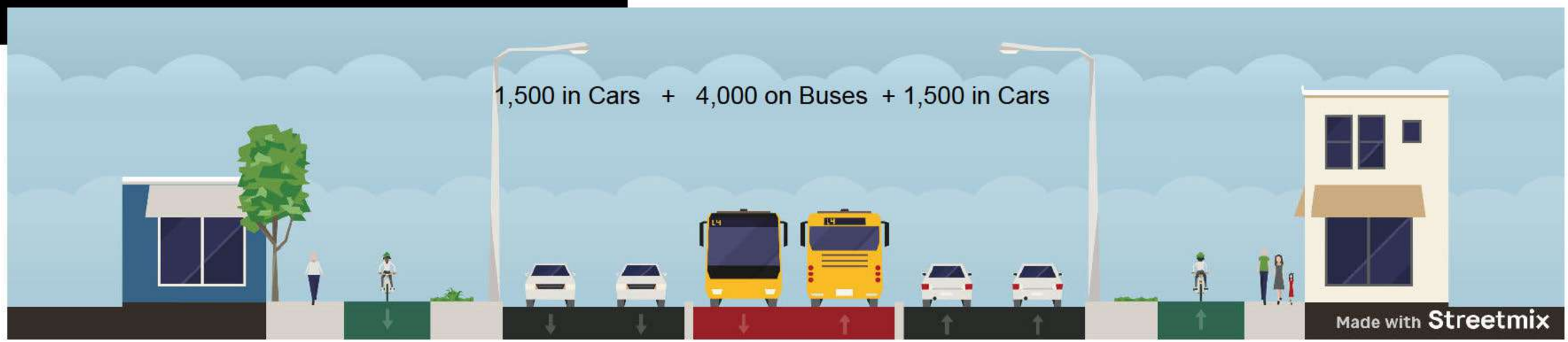


June 24, 2021

left turns and u-turns at a rapidway intersection

People Carrying Capacity (per hour)





Ellesmere Road: Traffic Operations in 2041

- Minimal impact to traffic operations; impact in the afternoon due to change in left-turns at unsignalized driveways. Through LOS is constant or improved.
- Limitations: LOS analysis assumes traffic routing are unchanged and does not reflect significant safety improvements.

Level of Service	2041 without BRT		2041 with BRT	
Intersection:	**a.m.**	**p.m.**	**a.m.**	**p.m.**
Parkington Cres	A	A	A	B
[redacted]		C	C	D
Centennial Rec Centre (new)	n/a	n/a	A	C
Dolly Varden	A	A	B	B
Markham Road	D	D	D	E[redacted]

Level of Service (LOS) is a letter designation used to describe a range of operating conditions on a road experienced by users:

A= Free flow
B= Reasonably free flow
C= Stable Flow
D= Approaching unstable flow
E= Unstable flow
F= Forced or breakdown flow

[redacted]

Trucks and Access – Grangeway Ave to Bellamy Road



We observed truck movements and found:

- About 20 trucks per hour turned in and out of these driveways combined
- 75% of trucks were light or medium trucks
- 75% of trucks turned left in or out of the driveways

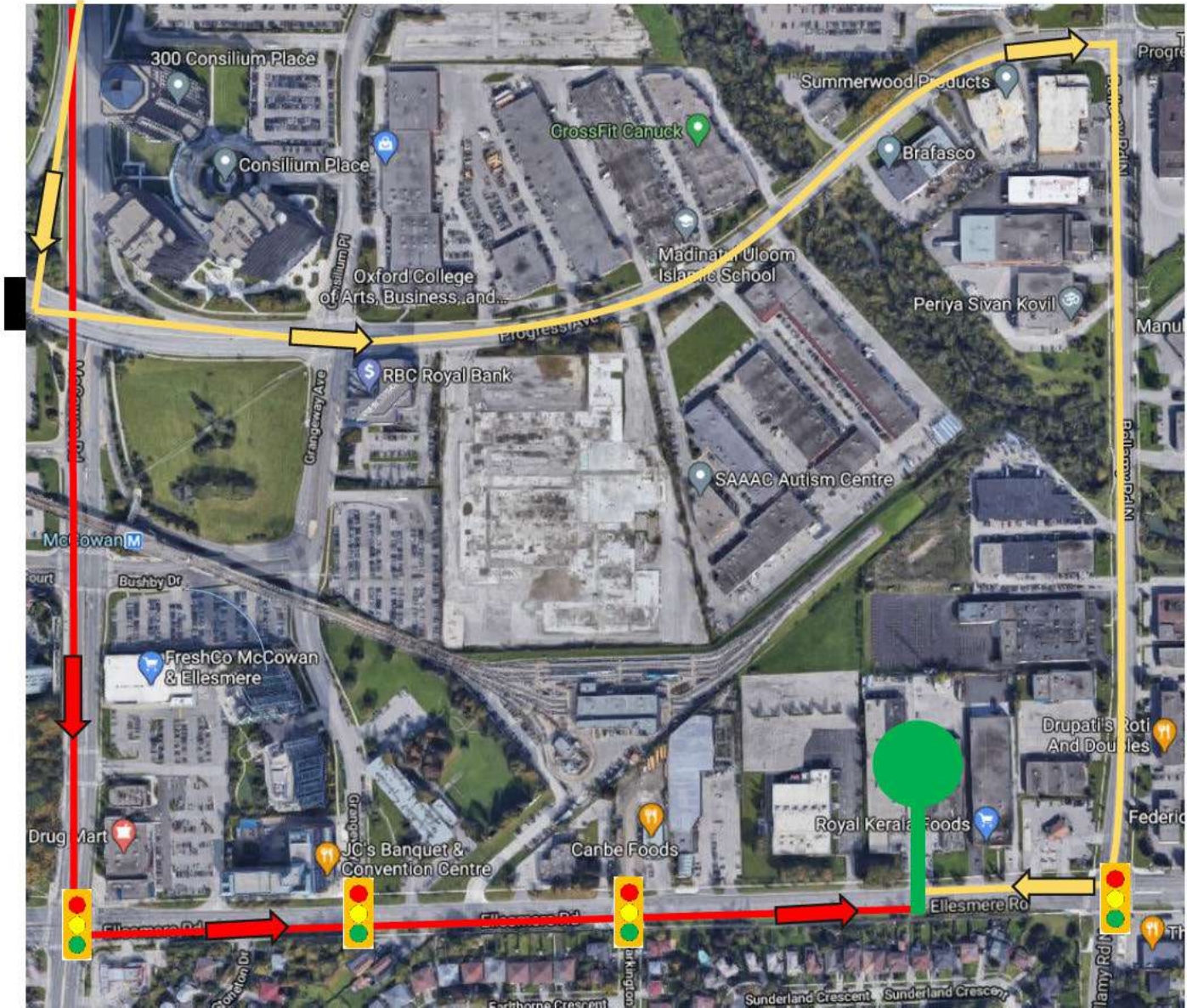
Data collected: September and October 2020

Trucks and Access – Alternate Route west of Bellamy Road

Progress Avenue provides alternate route for large trucks, as shown in this example.

Passenger vehicles and small trucks will have the option of U-turning at Grangeway, Parkington or Bellamy.

[redacted] Road.



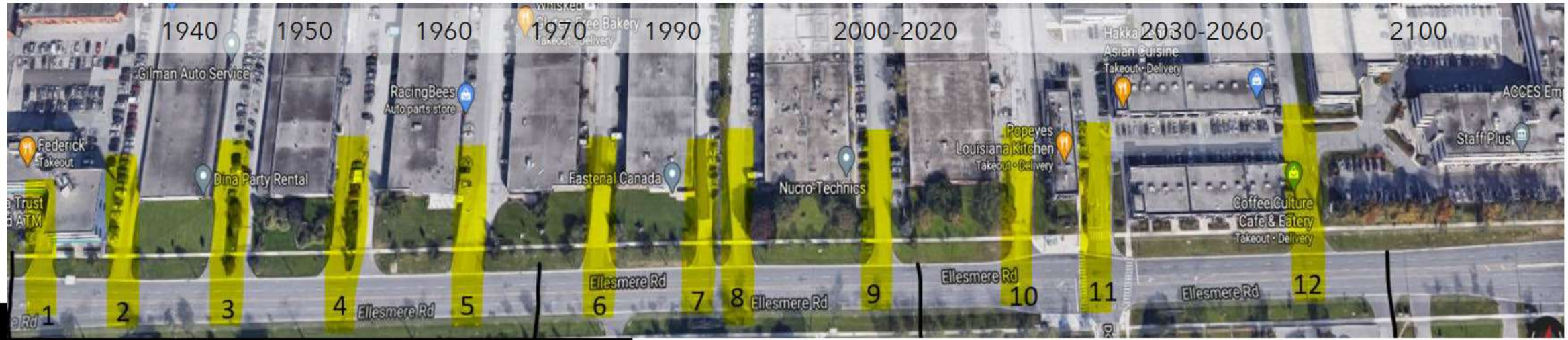
Route today

Route with BRT

[redacted]

June 24, 2021

Trucks and Access: Bellamy Road to Markham Road



We observed truck movements and found:

- About 40 trucks per hour turned in and out of these driveways combined
- 90% of trucks were light or medium trucks
- Over 80% of trucks used the lights at Dolly Varden to turn left in or out. At other driveways most trucks turned right in or out.

Data collected: September and October 2020

Trucks and Access: Alternate Route west of Markham Road

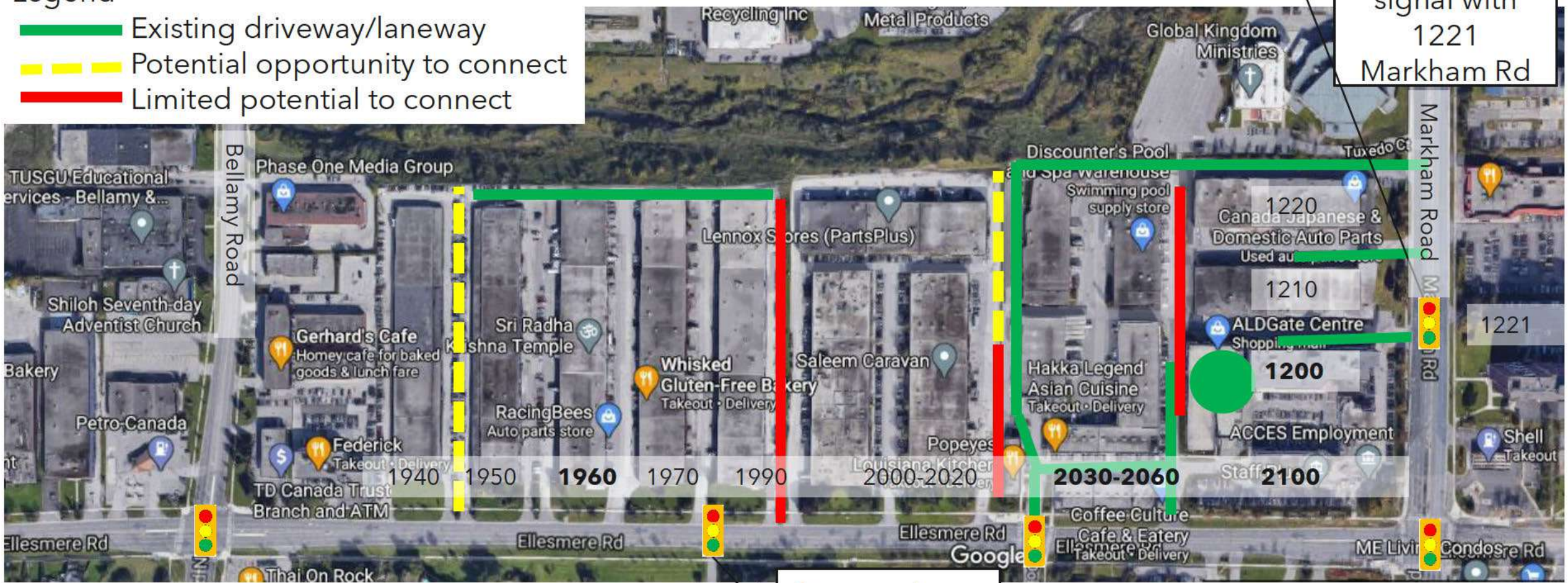
Bellamy Road and Progress Avenue provide an alternate route for large trucks, as shown in this example.

Markham Road provides alternate access to Highway 401 instead of McCowan Road.

[redacted] have the option of U-turning at Dolly Varden, new signal at 1970 Ellesmere, Bellamy or Markham Road.



Access: Existing connections and potential opportunities



June 24, 2021

Support for Businesses During Construction

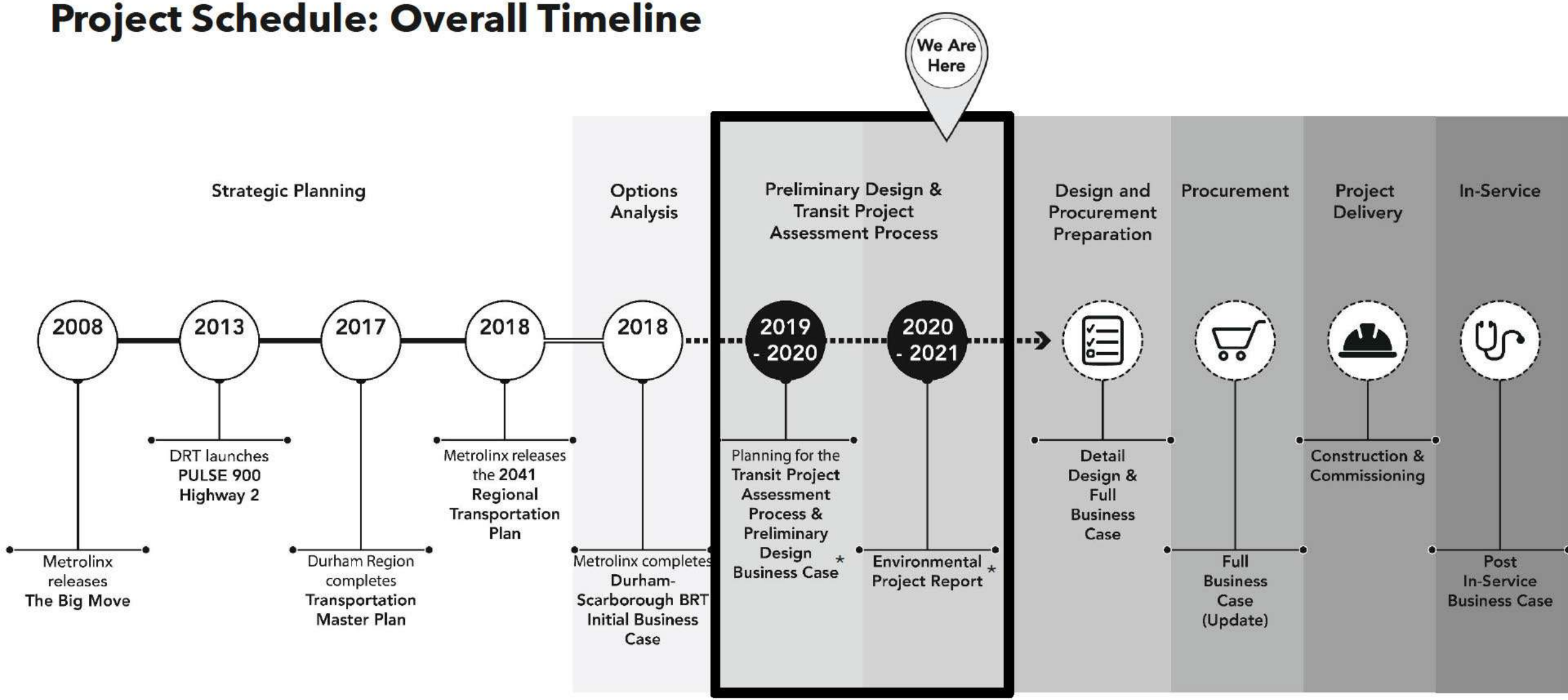
Metrolinx has a team of Community Relations and Communications Specialists that will be dedicated to the Durham-Scarborough BRT project, to proactively inform the community and businesses of construction impacts and work collaboratively to address concerns whenever possible. We want people to feel where they are impacted, they are supported.

In Toronto, construction would proceed when funding is available.

How will we do this?

- Community office
- 24 hour telephone line
- Community Liaison Committee (CLCs) meetings
- Regular stakeholder meetings
- Working with businesses/community groups/stakeholders on various marketing, campaign, signage and wayfinding initiatives within the community
- Virtual open houses and meetings
- Printed informational material will be distributed to the local community
- Regular updates on our website

Project Schedule: Overall Timeline



*Drafts will be available spring 2021.

Next Steps

- Refine the preliminary design based on feedback received through consultation
- Develop Preliminary Design Business Case and draft Environmental Project Report (EPR)
- Consult on draft EPR and refined preliminary design at PIC #4 in mid-2021
- Funding decisions will be made as the project advances

Questions?

www.metrolinxengage.com/dsbrt

dsbrt@metrolinx.com

[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Friday, June 18, 2021 12:47 PM
To: Shahid, Maleeha; [redacted] (External)
Cc: Leona Hollingsworth; DSBRT
Subject: RE: E-Introduction

Good afternoon,

Thank you kindly Councillor Shahid for the virtual introduction! It's wonderful to e-meet you, [redacted].

[redacted] I'd be pleased to set up a phone connection point next week, at your convenience. If you could send along your availability, that would be great!

In the interim, should you have any questions, I can be reached at the undersigned.

Have a wonderful weekend!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Shahid, Maleeha <shahidm@whitby.ca>
Sent: June 17, 2021 5:29 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; [redacted]
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Re: E-Introduction

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Hello,

Jocelyn, I am writing to you to introduce you to [redacted].

[redacted], Jocelyn is the community engagement lead from metrolinx.

It's my pleasure to introduce you two. Please connect.

Thank you

—

Maleeha Shahid
East Ward Councillor Town of Whitby
Mayor's designate on
Whitby Public Library Board &
The Whitby 55+ Recreation Advisory Committee.
Tel: 905-430-4300 x2203
Cell: 905-706-0514
shahidm@whitby.ca

On Jun 17, 2021, at 4:17 PM, Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com> wrote:

[EXTERNAL EMAIL]

Hello Councillor Shahid,

It was lovely speaking with you this afternoon.

Sending a note to share my e-mail and phone number (undersigned).

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

<image003.png>

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, June 21, 2021 3:09 PM
To: [redacted]
Cc: Newman, Deidre; Leona Hollingsworth; Mathieu Goetzke; Hopper, David
Subject: RE: Questions-Durham Scarborough Metrolinx BRT Project

Hello [redacted]

Thank you for reaching out with your questions regarding the Durham-Scarborough Bus Rapid Transit Project (DSBRT). I have provided a response below inline with your questions. Should you have any further questions, please don't hesitate to let me know.

1. Please identify and give the location (if known at this time) of all medians over the Whitby portion (10 stops) of the proposed BRT line

There are 10 stops planned along the proposed BRT route within the Town of Whitby.

- Des Newman Blvd
- McQuay Blvd
- Annes Street/Cochrane Street
- Euclid Street
- Brock Street
- Hickory Street
- Garden Street
- Anderson Street/Hopkins Street
- Thickson Road
- Gerrard Road/Kendalwood Road

With the exception of the westbound stop at Brock Street, all BRT stops in Whitby will be centre-median. Platforms will be accessible from crosswalks during a protected pedestrian signal phase. This means that pedestrians will be able to safely cross the street to access the platform during a dedicated traffic signal phase. Kindly note that the westbound stop at Brock Street is proposed to be integrated with the northside sidewalk between Brock Street and Byron Street.

2. Metrolinx has indicated that Durham Scarborough BRT proposal is being developed to connect Scarborough, Pickering, Ajax, Whitby and Oshawa for 36 km along Highway 2. Please provide evidence as to why Metrolinx has ruled out the creation of a north BRT line on Taunton instead of Highway 2 (Dundas) in Whitby since the preponderance of the future residential development is expected to be in the north and west parts of Whitby

Taunton Road was identified in the Metrolinx 2041 Regional Transportation Plan and the Durham Region Transportation Master Plan for priority bus service. Highway 2 was identified and selected for Bus Rapid Transit as it provides unparalleled connectivity to existing downtowns and future urban growth centres, major post-secondary institutions, and builds on the investments by Durham Region to date in PULSE service. Taunton Road will be subject to future studies to determine the best way to deliver priority transit along that road.

The Highway 2 corridor is expected to attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities and employment across the Toronto and Durham boundary. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street.

As such, the Durham-Scarborough Bus Rapid Transit project builds on the success of the PULSE 900 route operated by Durham Region Transit, and investments made by Durham Region along the Highway 2 corridor. The Highway 2 corridor connects existing people and jobs and will support Urban Growth Centres.

3. Please provide the business evidence relied on by Metrolinx that the current Metrolinx design option for the downtown will not drive the downtown businesses (already struggling as a result of the pandemic) out of business

The investment in rapid transit, and the improved streetscape along Dundas Street, will support the Town's vision for a more walkable downtown Whitby. The wider sidewalks will improve accessibility to the front doors of businesses, and provide space for activities such as sidewalk sales and outdoor dining.

We recognize that construction can be impactful to area residents and businesses. That is why we are committed to working with the local Chambers of Commerce and Business Improvement Areas to support businesses during construction.

While most elements of our business support program will be determined once a successful proponent comes on board and a contract is in place, I'm happy to give you a sense of the kinds supports we have provided in other projects. Kindly note that business support program elements would be implemented during the construction phase of the project.

- Direct, one-to-one individual business supports directed to marketing and promotional ideas and help augment businesses where there is no Chamber/BIA representation.
- Chamber/BIA support for marketing and event initiatives within the construction corridor.
- Shop Local marketing, signage and advertising during select periods.
- The Community Engagement team also works closely with businesses along the corridor and the contractor to ensure any questions or concerns are addressed promptly where possible. This may include things like procuring directional signage and ensuring the site stays clean.
- Additionally, for Metrolinx's in-delivery projects, we offer social enterprise components to our business support program. An example from the Eglinton Crosstown project is 'Building Up' which runs pre-apprenticeship trades training and currently runs a seasonal window washing campaign.

Prior to the start of construction, we will be creating Community Liaison Committees (CLCs) following the Environmental Assessment (EA).

The CLC members will include residents, business owners and local elected officials. Meetings may also be attended by subject matter experts in design, the environment and construction. As the project takes shape, the members of the CLC will be informed about aspects of the project and its construction; the CLC members will act as a two-way conduit between the project team and various aspects of the community.

4. Please confirm whether the dedicated bus lanes for the Durham Scarborough Metrolinx BRT project are always in the centre lanes and why this is preferred from a safety perspective to buses being on the outside lanes

The majority of the DSBRT project includes centre-median BRT lanes. However, there are a few areas along the project where centre-median lanes are not feasible, such as in Oshawa where King and Bond Streets are one-way streets.

Centre-median lanes are preferred because they provide the most efficient and safest operations for buses, cars and the travelling public. Dedicated lanes for transit are recognized across North America and around the world as the best way to ensure that buses are never delayed due to traffic congestion; furthermore dedicated lanes separate buses from the busy curbside.

There are several safety benefits to centre-median transit lanes. In line with Region's Strategic Road Safety Action Plan, which incorporates Vision Zero, to reduce the number and severity of collisions in the Region, the project will improve safety for all road users:

- ✓ **Improves the pedestrian experience** through upgraded, continuous sidewalks
- ✓ **Protects transit users** through raised and barrier-protected platforms
- ✓ **Improves safety of cyclists** with grade-separated cycling facilities
- ✓ **Prevents collisions for drivers** by incorporating a raised median and restricting mid-block left turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety. York Region saw 51%-74% fewer collisions along vivaNext rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019)

Once again, thank you for reaching out to inquire about the DSBRT Project. If you haven't done so already, I would encourage you to sign-up for our e-newsletter, here, to stay up to date on the project.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



-----Original Message-----
From: Newman, Deidre <newmand@whitby.ca>
Sent: June 21, 2021 2:12 PM
To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Cc: DSBRT <DSBRT@metrolinx.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; David Hopper <David.Hopper@parsons.com>; [redacted]
Subject: Re: Questions-Durham Scarborough Metrolinx BRT Project

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Many thanks,

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

> On Jun 21, 2021, at 2:10 PM, Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com> wrote:
>
> [EXTERNAL EMAIL]
>
>

> Good afternoon, Councillor Newman. Thank you for reaching out and I look forward to working with you. Confirming that responses will be forwarded this afternoon, before the end of the business day. Please find my full contact information below for any further questions or concerns.
>
> Thank you again,
> Leona
>
> Leona Hollingsworth (She/Her)
> Director (A), Community Engagement
> Metrolinx
> 416-202-3349 c: 647-203-7549
> leona.hollingsworth@metrolinx.com
>
>
>
>
> -----Original Message-----
> From: Newman, Deidre <newmand@whitby.ca>
> Sent: June-21-21 12:56 PM
> To: DSBRT <DSBRT@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; David Hopper <David.Hopper@parsons.com>
> Cc: [redacted]
> Subject: Re: Questions-Durham Scarborough Metrolinx BRT Project
>
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>
>
> Good Afternoon,
>
> Please indicate when Metrolinx will be able to respond to the resident's questions provided in the email dated June 5, 2021 below.
>
> Thank you.
>
> Best regards,
>
> Deidre Newman
> Councillor West Ward 2
> 905.706.0413
> newmand@whitby.ca
>
>> On Jun 16, 2021, at 6:20 PM, Newman, Deidre <newmand@whitby.ca> wrote:
>>
>> Dear Ms. Tran,
>>
>> Thank you for your note.
>>
>> Would Ms. Hollingsworth please assist with a written response to the questions sent on June 5, 2021?
>>

>> Thank you.
>>
>> Best regards,
>>
>> Deidre Newman
>> Councillor, West Ward 2
>> Tel 905 430 4300 x 2203
>> Cell 905 706 0413
>> newmand@whitby.ca
>>
>>
>>
>>
>>>> On Jun 5, 2021, at 10:26 PM, newmand@whitby.ca wrote:
>>>
>>> Good Evening Ms Stenner,
>>>
>>> [redacted], and I had a telephone discussion on June 4, 2021 about the Durham Scarborough BRT Metrolinx project.
>>>
>>> In order that [redacted] has the benefit of the most complete information from Metrolinx with respect to the current design option and the reason for this design, would you please respond to following questions which [redacted] raised in our discussion:
>>>
>>> 1. Please identify and give the location (if known at this time) of all medians over the Whitby portion (10 stops) of the proposed BRT line;
>>>
>>> 2. Metrolinx has indicated that Durham Scarborough BRT proposal is being developed to connect Scarborough, Pickering, Ajax, Whitby and Oshawa for 36 km along Highway 2. Please provide evidence as to why Metrolinx has ruled out the creation of a north BRT line on Taunton instead of Highway 2 (Dundas) in Whitby since the preponderance of the future residential development is expected to be in the north and west parts of Whitby;
>>>
>>> 3. Please provide the business evidence relied on by Metrolinx that the current Metrolinx design option for the downtown will not drive the downtown businesses (already struggling as a result of the pandemic) out of business ; and
>>>
>>> 4. Please confirm whether the dedicated bus lanes for the Durham Scarborough Metrolinx BRT project are always in the centre lanes and why this is preferred from a safety perspective to buses being on the outside lanes .
>>>
>>> [redacted] may wish to add other questions and through this communication, is asked to do so.
>>>
>>> Thank you to Metrolinx for your thoughtful consideration.
>>>
>>> Best regards,
>>>
>>> Deidre Newman
>>> Councillor West Ward 2
>>> 905.706.0413
>>> newmand@whitby.ca
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:13 AM
To: [redacted]
Cc: [redacted]
Subject: RE: Send data from MFP13430317 06/21/2021 16:29

Hello [redacted] good morning,

Thank you kindly for sending over this document, I'll be sure to circulate to all attendees for review.

Perhaps after everyone has had that opportunity, we can schedule another connection point in the coming weeks?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

-----Original Message-----
From: [redacted]
Sent: June 22, 2021 12:53 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: FW: Send data from MFP13430317 06/21/2021 16:29

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Jocelyn,

As per the discussion on June 8th, 2021 regarding the BRT proposal and it's impact on [redacted] please find attached the aforementioned letter that confirms our understanding and clearly sets out the 20 year timeline we spoke about on our call.
Please ensure that you forward this document on to all the individuals who were on that call.

Regards,

[redacted]

[redacted]

[redacted]

-----Original Message-----
From: [redacted]
Sent: June 21, 2021 7:29 PM
To: [redacted]
Subject: Send data from MFP13430317 06/21/2021 16:29

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OPTION TO PURCHASE

THIS AGREEMENT made and dated this 6th day of May , 2013

B E T W E E N:

[redacted]

("Owner")

OF THE FIRST PART

- and -

THE REGIONAL MUNICIPALITY OF DURHAM

("Region")

OF THE SECOND PART

WHEREAS the Owner is the registered owner of lands located generally on the [redacted] in the City of Oshawa, Region of Durham (the "Region"), as described in Schedule "A" hereto (the "Site");

AND WHEREAS the Owner proposes to develop on the Site (the "Development") as described in an application filed with the City of Oshawa as [redacted] ("Site Plan Application");

AND WHEREAS the Region may, at a future time as set out in this Agreement, seek to acquire a portion of road allowance for the purpose of a road widening on King Street West adjacent to the King Street West frontage of the Site as identified in Regional Official Plan (the "OP") policy 11.3.3 as amended on the date of this Agreement, for the property identified in the sketch attached as Schedule B attached hereto (the "Road Property"), and such acquisition can

be a maximum of four (4) metres in width as measured from the lot line of the Site as of the date of this Agreement

AND WHEREAS in the event the Region seeks to acquire the Road Property, the Owner agrees to grant the Region an option to purchase the Road Property, on the terms and conditions set forth herein;

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the mutual covenants and agreements of the parties herein contained and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the parties), the parties hereto agree as follows:

1. The Owner hereby grants the Region the sole, exclusive and irrevocable option to purchase the Road Property ("Option") on the following terms and conditions:

   (a) The Region shall provide the Owner, during the time period set out in section 1(b), with written notice that the Region seeks to proceed with an acquisition of the Road Property, or a portion thereof as set out in section 1(c) ("Option Notice");

   (b) The Option Notice shall be delivered and received by the Owner, as set out in section 6, on a date which is not earlier than twenty (20) years from the date of this Agreement and not later than a date which is twenty-one (21) years from the date of this Agreement. For greater clarity and notwithstanding any other section of this Agreement, the Option shall terminate and be of no force and effect after twenty-one (21) years from the date of this Agreement and in such case this Agreement shall be terminated and deleted from title as set out in section 7;

(c) In the event that on date which is twenty (20) years less one (1) day from the date of this Agreement, the OP, as it reads on that day, provides that road widening on King Street West adjacent to the Site is no longer required, the Option shall terminate and be of no force and effect and this Agreement shall be terminated and deleted from title as set out in section 7;

(d) In the event that on date which is twenty (20) years less one (1) day from the date of this Agreement, the OP, as it reads on that day, provides that road widening on King Street West adjacent to the Site is required for an area smaller than the area identified in the OP as it reads on the date of this Agreement, the Region agrees that it shall not require the Owner to transfer any part of the Road Property, except for such smaller part of the Road Property identified in the OP, as it reads on that day, and the terms of this Agreement shall apply for the transfer of such smaller area;

(e) In the event the Region requires a smaller area of the Road Property as set out in subsection 1(d) and seeks to proceed with the Option, the Region shall deliver the Option Notice as set out in subsection 1(a) and shall identify the Region OP policy that identifies the road widening requirement for the Road Property applicable at the time the Region delivers the Option Notice and shall identify the amount of the Road Property required for the road widening and an explanation for such amount;

(f) In the event that at the time the Region seeks to serve the Option Notice, King Street West is owned by the City of Oshawa, the Region may request the Owner to transfer the Road Property, or

any portion thereof in the event that such smaller area is required, to the City of Oshawa, and the Region may make the necessary arrangements with the City of Oshawa so that the City of Oshawa will receive title of the Road Property directly from the Owner with the Region facilitating the transfer on behalf of the City of Oshawa; and

(g) The Region and the Owner agree that a clause or restrictive covenant to implement the return of the Road Property as set out in this Agreement shall be inserted in the Transfer (as that term is defined in section 2);.

2. (a) After receipt of the Option Notice by the Owner, the Owner and the Region shall effect a Transfer/Deed of Land for the Road Property or a portion thereof, as the case may be, for nominal consideration of two (2) dollars (the "Transfer"), and in accordance with the terms and conditions of this Agreement.

(b) A restrictive covenant and/or condition will be added to the transfer and registered on title to the Road Property if it is transferred from the Owner to the Region pursuant to this Agreement. If, at any date after the Road Property is transferred, the Region determines that the Road Property is no longer required pursuant to the Region's Official Plan policy number 11.3.3 or any successor or replacement provision, or the Road Property is not required by the Region at all for a road widening, the Road Property shall be transferred back to the Owner or their rightful successors in title, in exchange for nominal consideration. For absolute certainty, the Region may only use the Road Property for a road widening, or else the Road Property is to be transferred back to the Owner.

3. The Transfer shall be completed within forty-five (45) days after receipt by the Owner of the Option Notice (the "Closing").

4. At such time after the Owner receives the Option Notice and prior to the date of Closing, the Region and its agents, employees, consultants, contractors, and other persons as the Region considers necessary, shall have the right to enter upon the Road Property at all reasonable times during normal business hours and as often as the Region may deem desirable, upon twenty-four (24) hours' notice to the Owner, for the purposes of carrying out appraisals, soil tests, groundwater analysis, environmental analysis, inspections, due diligence enquiries and other investigations relating to the Road Property and preparing surveys or other plans with respect thereto. All such activities shall be done at the sole cost, expense and risk of the Region. In the event the Region or any authorized person, seeks to alter the Road Property in any way whatsoever, the Region shall not conduct such alteration unless the Owner provides express written consent of such alteration. In the event that the Owner provides such consent, the Region may proceed to alter the Road Property as agreed-to by the Owner and Region, and in the event the Region does not does not complete the Road Work, the Region shall restore the Road Property to the same or greater condition than the condition existing prior to the commencement of such alteration. In the event that the Region fails to restore the Road Property to such same or greater condition in the sole opinion of the Owner, the Owner may conduct such restoration at the expense of the Region.

5. The transaction for the Transfer shall be subject to the foregoing and to the following additional terms and conditions:

   (a) The Owner shall, on or before Closing, at its own expense, obtain and register a discharge of all mortgages, charges, liens, work

orders, easements, restrictions, leases, licences and other encumbrances of every nature and kind affecting the Road Property and shall remedy any title defects on the Road Property. In the event that encumbrances are not discharged, the Region shall have the right to pay the amounts required to discharge any encumbrance directly to the encumbrancer. The Region may, prior to Closing, wave any mortgage, charge, lien, work order, easement, restriction, lease, licence or other encumbrance or title defect. In the event that the Owner is unable to remove, remedy or satisfy any mortgage, charge, lien, work order, easement, restriction, lease, licence or other encumbrance or title defect, on or prior to Closing, which the Region will not waive, notwithstanding any intermediate acts or negotiations in respect of such objections, the transaction of purchase and sale shall be at an end, at the Region's option, and the Region shall not be compelled to proceed with the transaction.

(b) The Region may, after delivery of the Option Notice and until the date of Closing examine title at its own expense, to satisfy itself that there are no outstanding municipal work orders or deficiency notices affecting the Road Property and, in the event there are outstanding municipal work orders or deficiency notices, to make requisitions in connection therewith.

(c) On Closing, the Owner shall deliver vacant possession of the Road Property to the Region.

(d) The Transfer shall be prepared in registrable form at the expense of the Region. The Land Transfer Tax Affidavit shall be prepared by the Owner.

(e) Time shall in all respects be of the essence. In the event that the parties mutually determine that the time for doing or completing any matter provided for herein should be extended or abridged, the Owner and Region, or their respective solicitors who are specifically authorized in that regard, shall enter into an agreement in writing for same.

(f) The Owner shall provide the Region on or prior to the date of Closing with a statutory declaration by one of its senior officers deposing that the Owner is not and will not at the time of Closing be a non-resident of Canada within the meaning of Section 116 of the *Income Tax Act* (Canada).

(g) This Agreement shall be construed in accordance with and governed by the laws of the Province of Ontario.

6. Any notice which is required under this Agreement shall be in writing and shall be delivered in person or sent by registered mail, postage prepaid or telefax or like transmission and shall be addressed, in the case of the Region to it at:

The Regional Municipality of Durham, Legal Department
605 Rossland Road East
Whitby, ON L1N 6A3
Attention: Regional Solicitor
Fax No. 905-668-4752

and in the case of the Owner to it at:





Any such notice shall be conclusively deemed to have been given or made on the day upon which such notice is delivered, or if mailed on the 4th business day next following, or if sent by telefax on the date set forth on the appropriate telefax receipt confirmation report, as the case may be, and either party may at any time give notice in writing to the other of any change of address for the party giving such notice and from and after the giving of such notice the address therein specified shall be deemed to be the address of such party for the giving of notices hereunder. If postal service is interrupted or interruption is threatened, all notices shall be delivered in person or sent by telefax or like transmission.

7. The Region may register a notice of the Option or this Agreement on title to the Site. Upon the exercise or expiration of the Option as set out in this Agreement, the Region shall immediately and no later than (20) days from the exercise or expiration of the Option, vacate or discharge and fully delete from title any notice thereof to the Road Property at its own expense. In the event that such notice is not fully deleted within such time period, the Owner shall be entitled but not obligated to take all steps that it deems necessary to cause same to be vacated, discharged and fully deleted and shall be entitled to recover all costs, including legal costs, incurred as a result of the discharge and the Owner may exercise any other remedy available at law or pursuant to this Agreement.

8. Each of the parties hereto shall execute and deliver all such further documents and do all such other things as the other party may reasonably request in order to give full effect to the terms of this Agreement.

9. This Agreement constitutes the entire agreement with respect to this matter between the Owner and the Region. There is no representation, warranty, collateral agreement or condition, whether direct or collateral, or expressed or implied, which induced any party to enter into this Agreement or on which reliance is placed by any party, or which affects this Agreement or the Road Property or supported hereby other than expressed herein.

10. This Agreement shall enure to the benefit of and shall be binding upon the parties hereto and their respective successors and permitted assigns.

11. For greater certainty, the Owner agrees that the covenants, restrictions, rights, duties, provisos, conditions and obligations in this Agreement, as they apply to the Owner, shall run with the Road Property and shall enure to the benefit of and be binding upon the Owner and its heirs, executors, administrators, successors and assigns.

12. Notwithstanding any other provision of this Agreement, the Parties agree with each other that none of the provisions of this Agreement (including a provision stating the Parties' intention) is intended to operate, nor shall have the effect of operating in any way to fetter either the Regional Council which authorized the execution of this Agreement or any of its successors in the exercise of any of Council's discretionary powers. Without limiting the generality of the foregoing, such discretionary powers include the power to pass, amend or repeal by-laws; to adopt, amend or rescind official plan amendments; and to approve or withhold approval to allow any demolition, relocation, construction, alteration, remodelling or any other things or act which may materially affect any building, structure or part thereof that is the subject of an agreement.

13. The Recitals contained in this agreement are true and correct and are legally binding and form a true part of this Agreement.

IN WITNESS WHEREOF the parties have duly executed this Agreement as of the date first above written.



I/We have authority to bind the Corporation

THE REGIONAL MUNICIPALITY OF DURHAM

Per: _____
Roger Anderson, Regional Chair and CEO

Per: _____
D. Bowen, Regional Clerk

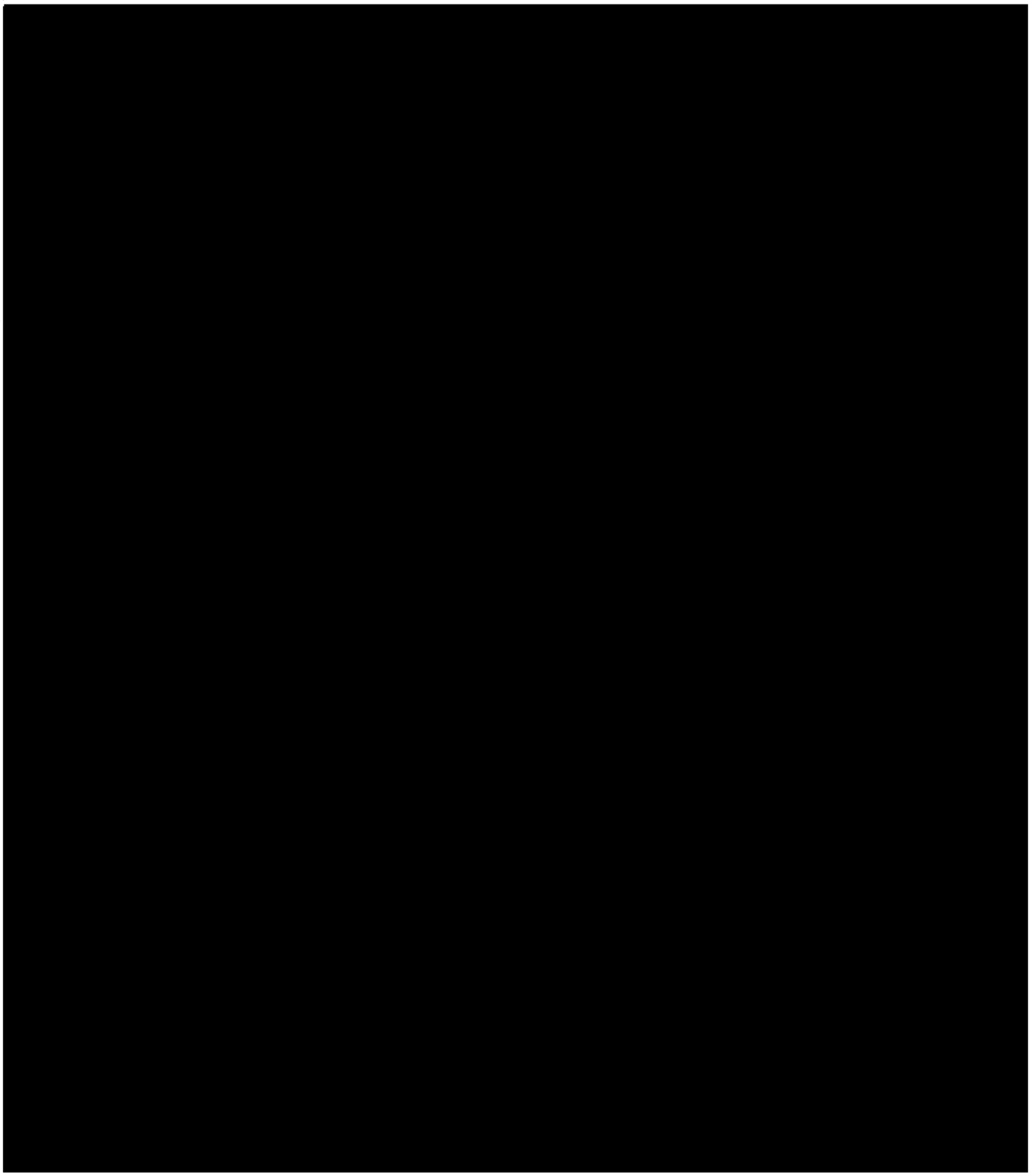
SCHEDULE "A"

LEGAL DESCRIPTION OF SITE

[redacted]

SCHEDULE "B"

SKETCH OF ROAD PROPERTY



LRO # 40 **Notice Of Option To Purchase** [redacted] on 2013 05 07 at 15:31

The applicant(s) hereby applies to the Land Registrar. yyyy mm dd Page 1 of 15

Properties

PIN [redacted] *Interest/Estate* Fee Simple

Description [redacted]

Address OSHAWA

Consideration

Consideration $ 2.00

Party From(s)

Name [redacted]

Address for Service

[redacted]

Party To(s) *Capacity* *Share*

Name THE REGIONAL MUNICIPALITY OF DURHAM

Address for Service [redacted]

Statements

The agreement is dated 2013/05/06 and the option expires 2034/05/06

Provision for renewal or extension, see agreement

The following is the complete option to purchase See Schedules

Signed By

Adnan Naeem 605 Rossland East Box 623 Whitby L1N 6A3 acting for Party From(s) Signed 2013 05 07

Tel 905-668-7711

Fax 9056684752

I have the authority to sign and register the document on behalf of the Party From(s).

Submitted By

REGION OF DURHAM LEGAL DEPARTMENT 605 Rossland East Box 623 Whitby L1N 6A3 2013 05 07

Tel 905-668-7711

Fax 9056684752

Fees/Taxes/Payment

Statutory Registration Fee	$60.00
Provincial Land Transfer Tax	$0.00
Total Paid	$60.00

File Number

Party From Client File Number : RE-48-12

LAND TRANSFER TAX STATEMENTS

In the matter of the conveyance of: [redacted]

BY: [redacted]

TO: THE REGIONAL MUNICIPALITY OF DURHAM %(all PINs)

1. ADNAN NAEEM

I am

- ☐ (a) A person in trust for whom the land conveyed in the above-described conveyance is being conveyed;
- ☐ (b) A trustee named in the above-described conveyance to whom the land is being conveyed;
- ☐ (c) A transferee named in the above-described conveyance;
- ☑ (d) The authorized agent or solicitor acting in this transaction for THE REGIONAL MUNICIPALITY OF DURHAM described in paragraph(s) (c) above.
- ☐ (e) The President, Vice-President, Manager, Secretary, Director, or Treasurer authorized to act for ____ described in paragraph(s) (_) above.
- ☐ (f) A transferee described in paragraph ( ) and am making these statements on my own behalf and on behalf of _____ who is my spouse described in paragraph (_) and as such, I have personal knowledge of the facts herein deposed to.

3. **The total consideration for this transaction is allocated as follows:**

(a) Monies paid or to be paid in cash		0.00
(b) Mortgages	(i) assumed (show principal and interest to be credited against purchase price)	0.00
	(ii) Given Back to Vendor	0.00
(c) Property transferred in exchange (detail below)		0.00
(d) Fair market value of the land(s)		0.00
(e) Liens, legacies, annuities and maintenance charges to which transfer is subject		0.00
(f) Other valuable consideration subject to land transfer tax (detail below)		0.00
(g) Value of land, building, fixtures and goodwill subject to land transfer tax (total of (a) to (f))		0.00
(h) VALUE OF ALL CHATTELS - items of tangible personal property		0.00
(i) Other considerations for transaction not included in (g) or (h) above		0.00
(j) Total consideration		0.00

4.

Explanation for nominal considerations:

s) other: Notice of Option to purchase for nominal consideration

5. The land is subject to encumbrance

PROPERTY Information Record

A. Nature of Instrument: Notice Of Option To Purchase

LRO 40 Registration No. [redacted] Date: 2013/05/07

B. Property(s): PIN [redacted] Address OSHAWA Assessment Roll No [redacted]

C. Address for Service: [redacted]

D. (i) Last Conveyance(s): PIN [redacted] Registration No. [redacted]

(ii) Legal Description for Property Conveyed : Same as in last conveyance? Yes ☑ No ☐ Not known ☐

E. Tax Statements Prepared By: Adnan Naeem
605 Rossland East Box
623
Whitby L1N 6A3

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 10:57 AM
To: [redacted]
Subject: RE: Form submission from: Contact

Hello [redacted] good morning,

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project and our community liaison committees (CLCs).

Once funding is secured and Metrolinx moves into the detailed design phase, there will be more opportunities for the community to provide feedback. Metrolinx will establish CLCs likely in early 2022, that will meet regularly throughout the lifecycle of the project and will include stakeholders such as local residents, business associations and other important organizations along the corridor to provide Metrolinx and its successful constructor with feedback on matters such as traffic calming measures, business supports, mitigation strategies for construction and noise disruption to ensure that it reflects and meets the need of the community.

On May 20th, 2021 Metrolinx and the DSBRT Project Team hosted a virtual open house for the Whitby community to overview the refined 3-Lane preliminary design option. To view the presentation, or the material please visit Metrolinx Engage.

To keep informed on upcoming public engagements or future CLC membership opportunities, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June-22-21 4:04 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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[redacted]

Submitted on Tuesday, June 22, 2021 - 16:04
Submitted by anonymous user: 2605:b100:11e:e34a:62e0:65bd:b67c:cea1
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Advisory Committee
Message: I signed up to be on the metrolinks advisory committee in Whitby and haven't heard anything. Can you please get back to me

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/230/submission/25276

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 10:02 AM
To: [redacted]
Subject: Re: Opposed to Metrolinx through lane reduction proposal Kingston Rd at Church St

Hi [redacted],

First, we'd like to thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. Second, we'd like to sincerely apologize for taking so long to respond to your inquiry. Here is the information you requested, in the order of your questions.

The recommended design for Kingston Road through Pickering Village, from Elizabeth Street to Rotherglen Road, balances between transit priority, traffic capacity, and cultural heritage impacts:

- Centre-median bus lanes provide the highest form of transit priority. You might be interested to know that the Durham Region Transit PULSE 900 route has exceeded initial ridership projections by more than 50%. The service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels and avoid future traffic congestion. Dedicated centre medians are the preferred design option along most of the DSBRT corridor.
- Providing one lane for westbound traffic and two lanes for eastbound traffic will maintain traffic capacity where it is most needed. Existing eastbound traffic demand during rush hour is greater than westbound traffic, and we expect this trend to continue.
- Widening Kingston Road to 6-lanes would impact the Heritage Conservation District along the north side of Kingston Road, impact buildings that are currently set close to the road, and impact the cemetery on the south side at Randall Drive.
- The design also includes wider fully accessible sidewalks through Pickering Village, connecting west and east along Kingston Road.

This phase of planning for Durham-Scarborough Bus Rapid Transit started in 2019, and we have transit and traffic counts from pre-COVID. Future ridership projections are based on the Metrolinx regional model which generate transportation trips based on land use assumptions consistent with provincial growth plans for population and employment.

Centre-median bus lanes allow emergency vehicles to bypass general traffic. The project team has consulted with Durham Region and Town of Ajax police, fire and paramedic services regarding the preliminary design.

You may be interested to know that additional public consultation is planned for Summer 2021. We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line: Unsubscribe.

Thank you again for your interest in the Durham-Scarborough Bus Rapid Transit project.

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: February 5, 2021 3:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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[redacted]

Hello,

Submitted on Friday, February 5, 2021 - 15:10
Submitted by anonymous user: 174.138.221.137
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Opposed to Metrolinx through lane reduction proposal Kingston Rd at Church S ---- Pickering Village
Message:

As an Ajax resident I'm opposed to and ask you to reject the Metrolinx westbound through lane reduction proposal on Kingston Rd at Church St.
Metrolinx current proposal is 100% in Metrolinx favour and 0% consideration given to other users of this corridor by reducing the number of through lanes.
It is guaranteed to impede the present & future flow of vehicles on Kingston Rd.
Eliminating traffic lanes does nothing to enhance vehicle flow or look to future traffic volumes.

I hope you are ensuring the following has been taken into account for this proposal

1. That any data used for the proposal was NOT gathered from March 2020 to current as this data would not be an accurate representation of normal usage
2. The massive Durham Live complex opening
3. Seaton development with 70,000 new residents along with ongoing development in north Pickering & Ajax
4. Emergency traffic rerouting

While 100% in favour of busses and mass transit; ABSOLUTELY NOT at the expense of losing existing vehicle lanes.

Elimination of existing through traffic lanes has historically been proven to be a very poor decision.

I can expand on all points listed above if you like.

i.e. - a review of Casino Rama's opening, negative impact on Orillia traffic & corrective actions

- comparisons to similar roads like HWY 7 in Vaughan, Davis Dr in Newmarket, Dundas St in Mississauga, St Clair Ave in Toronto
- regular HWY 401 closures & parallel route closure impacts

Please get back to me by return email if you wish and I would also be happy to discuss on the phone

Thank you for your time.

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/19278

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:01 AM
To: [redacted]
Subject: RE: Plans for July PIC 4

Hello [redacted]

Thank you kindly for taking the time to send over this material.

As mentioned, we're having an internal planning session for TPAP PIC#4 communications strategy later in the week. Should we be interested in using [redacted] to bolster PIC#4 awareness in the Durham community, I'd be pleased to have a connection with you in the coming weeks.

Please note my number in undersigned.

Cheers,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: June 18, 2021 9:45 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: Plans for July PIC 4

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ATTN: Jocelyn Stenner

Good Friday Morning Jocelyn

I hope you are doing well. I do not have your phone number so I thought it best to follow up by email. As you know Jocelyn in our recent video call you discussed the possibility of using our [redacted] to advertise your PIC 4 events and beyond. So, I am just checking in this morning to see if this is still the case?

Feel free to respond by email, or you certainly may give me a phone call Jocelyn at the number below.

Take care and hopefully we can connect soon!

Regards

[redacted]

[redacted]

From: [redacted]
Sent: June 2, 2021 4:58 PM
To: dsbrt@metrolinx.com
Cc: theresa.tran@metrolinx.com
Subject: Follow Up Information as Requested

Attn: Jocelyn Stenner

Good Afternoon Jocelyn

Nice to video chat with you this morning. As promised I am sending follow-up items discussed during our meeting. So here we go! Attached you will find TWO contracts, one for [redacted] These contracts cover a campaign purchased in November 2019 by Kristin Demasi and were in support of various public meetings scheduled from Scarborough to Durham Region in the month of November 2019.

It's important to note Jocelyn that we could not get [redacted] which I would recommend be included in any [redacted] to promote public in person or virtual meetings relating to Durham Region.

The attached contracts from November 2019 detail the [redacted] purchased and the net prices paid.. We would be prepared to offer the same pricing for any purchases made by Metrolinx in July 2021. For [redacted], the price for similar [redacted] We would further recommend the [redacted] If you were to purchase [redacted] we would again recommend [redacted].

I am also attaching [redacted] is very powerful medium Jocelyn that reaches your target consumers 24/7 365 days per year and [redacted] is a great compliment to any newspaper advertising that you may do. May I ask that you review this information and then please let me know if you require anything additional. As was the case in November 2019, we will again offer [redacted]

We look forward to hopefully working with you in July for PIC 4 and beyond as Metrolinx continues to keep residents informed on an ongoing basis of the developments of the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Thanks again for reaching out! Take care and stay safe.

Regards

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 11:39 AM
To: Internet, Council
Cc: Newman, Deidre
Subject: RE: [redacted]

Good morning Mandy,

Apologies for the delayed response, was there anything further we'd be able to assist with on this?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Internet, Council <council@whitby.ca>
Sent: May 28, 2021 2:06 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Newman, Deidre <newmand@whitby.ca>
Subject: FW: [redacted]

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Forwarding resident concern regarding the proposed Metrolinx project in Whitby.

Mandy Lee
Administrative Assistant and Customer Service Specialist
Office of the Mayor and Council
Town of Whitby
T 905.430.4300 x2203
C 905.706.3211
575 Rossland Road East, Whitby, ON L1N 2M8

On May 25, 2021, at 1:11 PM, [redacted] wrote:

[EXTERNAL EMAIL]

I would appreciate your comments at our home on 27th. See you at 7pm

[redacted]

On Tue., May 25, 2021, 1:01 p.m. Newman, Deidre, <newmand@whitby.ca> wrote:

> Dear [redacted]
>
> Thank you for your note which has been shared with me.
>
> Through this communication, I will forward your note to our council office to document your perspective.
>
> Please indicate if a meeting outside your home on May 27 at 7 pm following safety protocols would be helpful.
>
> Alternately, I would be happy to speak with you by telephone, if that would be helpful.
>
> Best regards,
>
> Deidre Newman
> Councillor West Ward 2
> 905.706.0413
> newmand@whitby.ca
>
> > On May 25, 2021, at 11:33 AM, [redacted] > wrote:
> >
> > [EXTERNAL EMAIL]
> >
> >
> > we have lived at [redacted] so we have experienced traffic troubles everytime we come and go from home over the years. The bistro at Brock and Dunlop has fenced of the sidewalk making it dangerous to walk or drive along Dunlop.
> >
> > We believe that more traffic foreced onto Mary and onto Dunlop will be disastrous.
> >
> > ---
> > Origin: https://www.whitby.ca/en/town-hall/deidre-newman-ward-2.aspx
> > ---
> >
> > This email was sent to you by [redacted] through https://www.whitby.ca.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 23, 2021 10:02 AM
To: [redacted]
Subject: Re: Opposed to Metrolinx through lane reduction proposal Kingston Rd at Church St

Hi [redacted]

First, we'd like to thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. Second, we'd like to sincerely apologize for taking so long to respond to your inquiry. Here is the information you requested, in the order of your questions.

The recommended design for Kingston Road through Pickering Village, from Elizabeth Street to Rotherglen Road, balances between transit priority, traffic capacity, and cultural heritage impacts:

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- The design also includes wider fully accessible sidewalks through Pickering Village, connecting west and east along Kingston Road.

This phase of planning for Durham-Scarborough Bus Rapid Transit started in 2019, and we have transit and traffic counts from pre-COVID. Future ridership projections are based on the Metrolinx regional model which generate transportation trips based on land use assumptions consistent with provincial growth plans for population and employment.

Centre-median bus lanes allow emergency vehicles to bypass general traffic. The project team has consulted with Durham Region and Town of Ajax police, fire and paramedic services regarding the preliminary design.

You may be interested to know that additional public consultation is planned for Summer 2021. We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line: Unsubscribe.

Thank you again for your interest in the Durham-Scarborough Bus Rapid Transit project.

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 4:18 PM
To: [redacted]
Cc: mitchelld@whitby.ca; ryan.turnbull@parl.gc.ca
Subject: RE: Metrolinks

Hello [redacted],

Thank you for taking the time to share your feedback on the Durham-Scarborough Bus Rapid Transit (DSBRT) project. We appreciate and understand your concerns.

The work being undertaken on the DSBRT project for the Transit Project Assessment Process (TPAP) is progressing in accordance with the Metrolinx mandate. The mandate is determined by the Metrolinx Act and is focused on planning, developing and implementing regional wide transit for the Greater Golden Horseshoe. You can find the full details of the Metrolinx Act at Ontario.ca:

https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.ontario.ca%2Flaws%2Fstatute%2F06g16&data=04%7C01%7Clauren.wilcox%40ibigroup.com%7C5ee84b99c6104babec0208d938166160%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637602491753991603%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=S2%2BlAs3CMoOpHyl4QOGuaE7VRYkHh9xH4mibwxpMztc%3D&reserved=0

You can also find more information about the Ministry's direction for Metrolinx for 2020-21 in the mandate letter provide to the Metrolinx board on October 1, 2020 at Metrolinx.com:

https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinx.com%2Fen%2Faboutus%2Fpublications%2FMetrolinx-2021-22-Mandate-Letter-FINAL.pdf&data=04%7C01%7Clauren.wilcox%40ibigroup.com%7C5ee84b99c6104babec0208d938166160%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637602491753991603%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=if3Hjy8dBcuy2cm6nqVZ9HHt71W%2Fh7b%2FgUeSGsa%2B4YA%3D&reserved=0

The Initial Business Case (IBC) for the DSBRT project can be found on Metrolinx.com:

https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinx.com%2Fen%2Fregionalplanning%2Fprojectevaluation%2Fbenefitscases%2F2019-01-24-DSBRT_Final-for-Publication_updated.pdf&data=04%7C01%7Clauren.wilcox%40ibigroup.com%7C5ee84b99c6104babec0208d938166160%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637602491753991603%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=yEkL3dhsatKAvxIJjlFm%2FKA9TIu8EbB44v%2F75yd%2BTQE%3D&reserved=0

Should you have any further feedback or questions about the DSBRT project, please feel free to reach out any time.

Kind regards,

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx

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-----Original Message-----
From: Mitchell, Don <mitchelld@whitby.ca>
Sent: June 16, 2021 1:37 PM
To: [redacted]
Cc: Internet, Mayor <mayor@whitby.ca>; Ryan Turnbull <ryan.turnbull@parl.gc.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Metrolinks

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Thank you for your email and your concerns about clean drinking water for indigenous communities. I have shared your email with MP Turnbull as that important matter is under the control of our federal government.

I have also copied Metrolinx with your concern as they have completed the business case for the proposed BRT project and can provide further details.

All my best,

Don Mitchell, Mayor

> On Jun 16, 2021, at 1:27 PM, [redacted] wrote:
>
> [EXTERNAL EMAIL]
>
>
> Can you, as a politician explain why this money wouldn't be better spent getting clean drinking water to Indigenous communities?
>
> How can we afford $500mill plus on TRANSIT to further destroy this land when there are communities across this country and in this province without access to clean drinking water?
>
> How does this work towards Truth and Reconciliation?
>
>
> There is absolutely no excuse.
>
>
> [redacted]
>
> Sent from my iPhone

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Please contact the Town of Whitby immediately if you have received this transmission in error and delete this message.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 1:49 PM
To: [redacted]
Subject: DSBRT Inquiry

Hello [redacted]

We're pleased Tara has connected you with our team. I'm writing to you to get a better understanding of your inquiry, to see how we might be able to assist.

Looking forward to connecting.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 1:44 PM
To: [redacted]
Cc: Margaret Parkhill
Subject: RE: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hi [redacted]

We are still refining the preliminary designs for this section and do not have updated information yet to share with you.
We are aiming to finalize the design over the summer and begin the EA.
We can let you know when we have an updated pan to share.

Thanks
Kristin

From: [redacted]
Sent: Wednesday, May 5, 2021 8:43 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello Ms. Parkhill

Re: [redacted]

The property is located on the north west corner of [redacted]
From what I can determine from the website is that there will be a "stop" directly in front of this property and there will be a significant road widening

[redacted] and the driveway is already pretty steep
If the road expansion goes ahead as shown, it looks like there will be a 5 or 6 foot tall retaining wall required and I am not sure I understand how [redacted]
Who can I discuss this with?

I am also very interested in where the hydro lines will be located when all is said and done

[redacted]

> On May 4, 2021, at 4:10 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:
>
> Greetings,
>
> Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we've received through our most recent public and stakeholder engagements. We would like to invite

you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.

During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.

We want to hear from you, join us on Metrolinx Engage.

1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
2. Project update and overview will be presented
3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,
Margaret Parkhill, P.Eng.
Consultant Project Manager
IBI Group

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, July 13, 2021 4:42 PM
To: [redacted]
Cc:
Subject: RE: 815 King St. Oshawa - 931799

Hello [redacted]

Thank you for your email.

We have received and reviewed the agreement provided by [redacted] The project is currently in the preliminary design and environmental assessment phase. We are aiming to complete this current phase of work by early 2022 and will then seek additional funding for future phases of work, which includes detailed design and construction.

We do not yet have definitive timelines for when this may occur, but once the project has secured additional funding for the next phases of work we would be pleased to meet with you and your clients to begin discussing property requirements (if any) in more detail.

Please let us know if you have any questions on the project timeline.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 25, 2021 10:11 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: [redacted]

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Good Morning Ms. Stenner –

I am counsel to the [redacted] in this matter, and would appreciate an opportunity to discuss it with you and whomever else from Metrolinx you think appropriate.

I have good availability next week. Please work with our [redacted], copied, to set up a time. Happy to do either a VCC or TCC, as you prefer.

Kind regards,

[redacted]

[redacted]

[redacted]

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From: DSBRT <DSBRT@metrolinx.com>
Date: June 23, 2021 at 11:12:33 AM EDT
To: [redacted]
Cc: [redacted]
Subject: RE: Send data from MFP13430317 06/21/2021 16:29

Hello [redacted] good morning,

Thank you kindly for sending over this document, I'll be sure to circulate to all attendees for review.

Perhaps after everyone has had that opportunity, we can schedule another connection point in the coming weeks?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

-----Original Message-----
From: [redacted]
Sent: June 22, 2021 12:53 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted] Theresa Tran <Theresa.Tran@metrolinx.com>
Subject: FW: Send data from MFP13430317 06/21/2021 16:29

Jocelyn,

As per the discussion on June 8th, 2021 regarding the BRT proposal and it's impact on [redacted] please find attached the aforementioned letter that confirms our understanding and clearly sets out the 20 year timeline we spoke about on our call.
Please ensure that you forward this document on to all the individuals who were on that call.

Regards,

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 2:14 PM
To: [redacted]
Subject: RE: STAY OUT OF WHITBY WITH YOUR STUPID IDEAS

Hello,

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT).

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: June 25, 2021 9:45 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: STAY OUT OF WHITBY WITH YOUR STUPID IDEAS

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YOUR PLAN IS GOING TO RUIN MY TOWN. KEEP YOUR FEDERAL METROLINX DOLLARS OUT OF WHITBY AND NOW YOU'RE GOING REDIRECT TRAFFIC DOWN OUR QUIET NEIGHBOURHOOD STREETS WHERE KIDS, SENIORS AND PEOPLE LIVE AND PLAY????
YOU'RE ALL DISGUSTING. KEEP YOUR IDEAS IN TORONTO, NOT HERE. GO AWAY!!!!! WE DON'T WANT THIS SHIT DOWN OUR SMALL STREETS!!!!

Sent from my Galaxy

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[redacted]

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Friday, June 25, 2021 3:53 PM
To: [redacted]
Subject: FW: Metrolinx - [redacted]

Hi [redacted]

Thank you for your email.

The vibration equipment will be set up in an outdoor location near the building that would be secured to a fixed object such as a tree or a fence for security purposes. We would like to request cooperation from the [redacted] regarding people/pedestrian not be near the vibration equipment during our 24-hr measurements, otherwise, the recordings of the existing vibration levels will be altered. If there are any preferred dates [redacted], it is preferable from the vibration stand point.

We will also provide the certificate of insurance for the [redacted]

Unfortunately Metrolinx does not provide compensation for access. We thank the [redacted] for their co-operation to allow us to finalize the vibration study.

Please contact me if you need additional information

Regards,
Kristin

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

---

From: [redacted]
Sent: June 14, 2021 4:52 PM
To: Lee Caragiale <Lee.Caragiale@metrolinx.com>
Subject: Metrolinx - [redacted]

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Dear Lee,

Hope you're well.

Lee, I am counsel to the above noted entity. Client is happy to assist Metrolinx. They are inquiring as to whether any compensation is available for access.

Also they want assurance the equipment will be store in a corner of the property so it is safe for owner's continued use

Please also confirm you will provide a certificate of insurance name the [redacted]

Thanks,

[redacted]

[redacted]

Coronavirus/Covid-19 Advisory: *As a precaution and so that all of our employees can continue to serve you without the potential need for quarantine, if you feel sick or unwell and are planning to attend our location, please contact us immediately to make alternative arrangements. If you have recently travelled internationally, we ask that you follow Government Public Health guidelines, found here: https://www.canada.ca/en/public-health/services/diseases/2019-novel-coronavirus-infection.html* [can01.safelinks.protection.outlook.com] [nam02.safelinks.protection.outlook.com]

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 4:28 PM
To: [redacted]
Subject: RE: Form submission from: DSBRT – Whitby Update - Submit Comments on Preliminary Design Materials

Hi [redacted]

First, we'd like to thank you for your interest in the Durham-Scarborough Bus Rapid Transit (DSBRT) project. Second, we'd like to sincerely apologize for taking so long to respond to your inquiry received through Metrolinx Engage.

Our region is growing quickly, and we must continue the work underway to ensure that people can get to where they need to go, today and in the future. Metrolinx developed the 2041 Regional Transportation Plan to provide even more people with access to fast, frequent and reliable transit, and making it easier for travellers to use transit.

When we look out to 2041, and beyond, the growth that is planned for the overall corridor and the potential for transit to provide a greater role in managing mobility in the corridor make a compelling argument for improved transit service and the need for dedicated lanes to provide the reliability needed to attract riders. Previous studies indicate that there is significant benefit to implementing transit priority in this corridor and that the costs are in keeping with the benefits. The Initial Business Case, completed in 2018, indicated a positive cost-benefit ratio. Once the preferred design is selected the costs and benefits will be updated as part of the Preliminary Design Business Case which will be available in 2021.

Bus Rapid Transit (BRT) is the preferred technology for the Durham-Scarborough corridor. Light Rail Transit and Bus Rapid Transit were evaluated as part of the Initial Business Case. Bus Rapid Transit was preferred for its cost effectiveness to 2041 the projects horizon year. The technology is also preferred for its flexibility for transit vehicle to turn on and off the corridor and provide a "one seat ride", which is not possible with Light Rail Transit.

The project will make use of the PULSE buses that Durham Region Transit has invested in. The system could be converted to LRT in the future, beyond 2041, should the increases in ridership warrant the upgrade.

Additionally, the DSBRT system proposes frequent 15-minute or better service, all day, seven days a week, with a bus every five minutes or less during peak hours along Highway 2. Local DRT routes will continue to service the corridor to provide local service in between BRT stops. Some DRT routes may be revised to provide more efficient service and improve service frequency.

Note: the Bus Rapid Transit service will be operated by Durham Region Transit, which is already planning for an electric fleet. The Atmospheric Fund approved funding for DRT's electric fleet in May 2020, and vehicle procurement is expected to start this year. In general, we expect the transit fleet to switch to electric well before the general traffic fleet (i.e. private vehicles) make the switch.

I hope you were able to attend the live event we hosted on May 20, 2021 for the Whitby community. The materials and recording are available on the project website: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

We are also planning for more public consultation at Public Information Centre #4 in Fall 2021. We have added you to the project mailing list, so you'll receive an email notice about any future events. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line: Unsubscribe.

Thank you again for your interest in the Durham-Scarborough Bus Rapid Transit project.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: March 22, 2021 4:20 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: DSBRT – Whitby Update - Submit Comments on Preliminary Design Materials

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[redacted]

Submitted on Monday, March 22, 2021 - 16:19
Submitted by anonymous user: 70.48.15.148
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Comment:

- timelines for this project are huge. We appear to be planning for bus lanes 6 years from now.
- There are portions of this route that are busier and longer than many of the current LRT configurations being built in Ontario (Ottawa, Kitchener, Hamilton) and yet, Durham is getting more buses in 6-10 years. This seems extremely short sighted -- and dare I say political. Highway 2 is a far better candidate for light rail than King Street in Kitchener Waterloo
- The 3 lane solution in Whitby is a winning and creative solution. Metrolinx though must also assist DRT with north/south connections. Currently the last mile solutions in Durham are horrible in comparison to Toronto. Peak service along major roads is still 20 minutes apart in some cases -- something unacceptable in much of Toronto.
- I am very concerned that downtown Whitby will be a loud diesel smelling bus center if this is not planned for now. Though the drawings are attractive, the sound of buses coming and going in two directions and stopping to pick up passengers every 5 minutes could extremely loud with foul air. If Durham is only to get buses from Metrolinx, then electric would certainly be something to consider.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/987/submission/19765



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[redacted]

From: Margaret Parkhill
Sent: Monday, June 28, 2021 6:05 PM
To: Lauren Wilcox
Subject: FW: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

From: [redacted]
Sent: Sunday, June 27, 2021 5:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Just so you are aware, the current plans that I am viewing have the expansion coming up to the [redacted]
That location is over 6 feet in the air
The house is on a hill
I have no idea how you are going to maintain access [redacted]

[redacted]

> On Jun 25, 2021, at 1:43 PM, DSBRT <DSBRT@metrolinx.com> wrote:
>
> Hi [redacted]
>
> We are still refining the preliminary designs for this section and do not have updated information yet to share with you.
> We are aiming to finalize the design over the summer and begin the EA.
> We can let you know when we have an updated pan to share.
>
> Thanks
> Kristin

From: [redacted]
Sent: Wednesday, May 5, 2021 8:43 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Whitby Open House (May 20, 2021)

Hello Ms. Parkhill

Re: [redacted]

The property is located on the [redacted]
From what I can determine from the website is that there will be a “stop” directly in front of this property and there will be a significant road widening

[redacted] and the driveway is already pretty steep
If the road expansion goes ahead as shown, it looks like there will be a 5 or 6 foot tall retaining wall required and I am not sure I understand how [redacted]
Who can I discuss this with?

I am also very interested in where the hydro lines will be located when all is said and done

[redacted]

On May 4, 2021, at 4:10 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Greetings,

Metrolinx and the Durham-Scarborough Bus Rapid Transit (DSBRT) project team have heard the Whitby community clearly, and have further refined the preliminary design to maintain eastbound and westbound through traffic in the downtown core. The latest refinements reflect the valuable feedback we’ve received through our most recent public and stakeholder engagements. We would like to invite you to a virtual open house on **Thursday, May 20th, 2021** from **6:30 - 7:30 p.m.** on Metrolinx Engage where our experts will be on hand to answer your top questions.

During the meeting our project team will present the latest preliminary design refinements, followed by a question and answer session. Community members can register for and attend this virtual, fully accessible open house on Metrolinx Engage. Information on how to register for and attend the event can be found below.

We want to hear from you, join us on Metrolinx Engage.

1. Go to Metrolinx Engage at https://www.metrolinxengage.com/en/dsbrtLIVEMay20 to register
2. Project update and overview will be presented
3. Ask your questions

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you’ll be able to join us.

Sincerely,
Margaret Parkhill, P.Eng.

Consultant Project Manager
IBI Group

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, June 28, 2021 1:15 PM
To: [redacted]
Subject: RE: Automatic reply: Bus routes for future

Good afternoon [redacted]

Access to driveways will be maintained throughout construction.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: June 28, 2021 10:26 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Automatic reply: Bus routes for future

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Thanks for the info as long as my driveway is not blocked during this time period as I go early for work in the mornings thankyou

On Mon., Jun. 28, 2021, 9:07 a.m. DSBRT, <DSBRT@metrolinx.com> wrote:

Hi [redacted]

The majority of the work for the Durham-Scarborough Bus Rapid Transit project along Bond Street does not require major modifications to the existing roadway. One of the advantages of bus rapid transit (BRT) is that we can add the infrastructure while mitigating disruption to the local community.

Work will consist of new red asphalt for the BRT lane and new lane markings. There will also be some construction associated with building the new bus stops on Bond Street West which will be located at Stevenson Road, Gibbons Street, Park Road, Centre Street and Simcoe Street.

Additionally, we anticipate that there may be some intersection improvements to accommodate the BRT, but these should not require major construction work. This may look like sidewalk and crosswalk adjustments, traffic signal upgrades and asphalt re-surfacing.

To get a sense of what bus stops will look like, as well as to learn more about the project overall, I have attached the presentation from our recent Virtual Open House on June 3rd. Furthermore, as I understand you were unable to attend the meeting on June 3rd, I wanted to share this link where you can view a recording of the meeting.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions, please let me know.

Kind regards,

JS

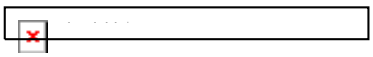
JOCELYN STENNER

Community Engagement Specialist

Durham Region

C: 437.240.1559

Metrolinx



From: [redacted]
Sent: May 25, 2021 3:41 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Automatic reply: Bus routes for future

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Unfortunately can't do virtual just want to know if construction is going to happen tearing up bond street west or is it just painting the lines on the roads for the bus routes?

On Tue., May 25, 2021, 10:37 a.m. DSBRT, <DSBRT@metrolinx.com> wrote:

Hello [redacted] good morning,

Hope you had a lovely weekend and we're so pleased you received our mailer.

Did you have any specific questions about the Durham-Scarborough Bus Rapid Transit (DSBRT) project, or the preliminary design plans? happy to connect on the phone as well.

We hope you'll be joining us at our virtual open house for the Oshawa community on June 3rd at 6:30 PM on Metrolinx Engage.

Best,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 20, 2021 4:07 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Automatic reply: Bus routes for future

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I am a oshawa resident living [redacted] oshawa going [redacted] just before [redacted]. Thank you your input is appreciated

On Thu., May 20, 2021, 4:00 p.m. [redacted] wrote:

> Because got a letter in my mailbox today
>
> On Thu., May 20, 2021, 3:59 p.m. DSBRT, <DSBRT@metrolinx.com> wrote:
>
> > *Français disponible plus bas.*
> >
> > Thank you for getting in touch with us. Your message has been received.
> >
> > Your comments are important and valuable to the continuous improvement of our project. We appreciate hearing from you and are committed to responding within ten business days.
> >
> > You have been subscribed to the project mailing list. You can unsubscribe at anytime.
> >
> > Kind Regards,

The Durham-Scarborough BRT Project Team

Merci de nous avoir contactés. Votre message a bien été reçu,

Vos commentaires sont importants et précieux à l'amélioration continue de notre projet. Nous apprécions votre message et nous engageons à vous répondre en dix jours ouvrés.

Salutations cordiales,

L'équipe du projet Bus à haut niveau de service Durham-Scarborough

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 30, 2021 9:27 AM
To: [redacted]
Cc: [redacted] Kristin Demasi; Oscar A Tapia; DSBRT; Carmen Rapati; David Phalp (David.Phalp@metrolinx.com); Hopper, David
Subject: RE: [redacted] & Durham-Scarborough BRT
Attachments: [redacted]

Hi [redacted]
Thanks for following up. We're working to update the project website and get ready for the next round of public consultation.

Attached is the slide deck from our June 1 meeting, and a slide deck shared with HCCA at a meeting on May 7th.

Let me know if there was something else you had in mind?
And note I'm heading out on vacation after today. You can email the project team at DSBRT@metrolinx.com.
Thanks,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578
**Vacation alert: July 1 to July 16 inclusive **

From: [redacted]
Sent: Monday, June 28, 2021 10:30 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: [redacted]
Subject: Re: [redacted] & Durham-Scarborough BRT

Hi Margaret,

Hope you are doing well.

Since our last meeting, we were wondering if and when the current proposed route documents would be updated on the project site (specifically that highlight changes to Highland Creek and Kingston Rd. bridge configurations). In addition to Bike Month winding down we've also connected to other liaisons who advocate for Scarborough transit improvements and have an interest in this project.

Having access to the most updated proposed route would help us better highlight the transit changes and improvements and also address HCCA concerns highlighted in their recent mail outs to homes in the area (attached 2 files). Do you know if any documents presented in the last meeting could be shared with us or if this email should be redirected to dsbrt@metrolinx.com?

Best,
[redacted]

On Mon, 31 May 2021 at 10:32, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

> Proposed agenda
>
> 5:00 – 5:10 Welcome and introductions
>
> 5:10 – 5:20 Project overview
>
> 5:20 – 5:45 Preliminary design
>
> 5:45 – 5:55 Next steps
>
> 5:55 – 6:00 Closing remarks
>
> ---
>
> # Microsoft Teams meeting
>
> **Join on your computer or mobile app**
>
> Click here to join the meeting
>
> **Or call in (audio only)**
>
> +1 647-749-7500,,173173566# Canada, Toronto
>
> Phone Conference ID: 173 173 566#
>
> Find a local number | Reset PIN
>
> Learn More | Meeting options
>
> ---

HIGHLAND CREEK
COMMUNITY ASSOCIATION

STOP

METROLINX DURHAM BUS RAPID TRANSIT ON ELLESMERE RD.

SAVE OUR COMMUNITY!



SIGN OUR PETITION TO TELL METROLINX TO STOP THEIR PLANS TO DESTROY OUR NEIGHBOURHOOD!

Sign online at:
www.change.org/HighlandCreek-BRT

or return your response using the stub below to a drop box near you

Highland Creek Community Association
More Info: www.myhighlandcreek.org/brt-developments

Dear Neighbour: The HCCA believes that Metrolinx's Bus Rapid Transit (BRT) plan for Ellesmere will destroy Highland Creek. Please share your thoughts on this important issue. All responses, including the results of our petition, will be shared with the community, Metrolinx and our elected officials.

☐ I oppose the Metrolinx BRT plan

☐ I support the Metrolinx BRT plan

☐ I'm not sure – I need more information

Name of Resident: _____

Address: _____

Email: _____

Comments: _____

_____

_____

_____

☐ Please include me on your email mailing list

☐ Yes, I would Like a Lawn Sign



Lawn Sign

Please find drop box locations on the reverse



HIGHLAND CREEK
COMMUNITY ASSOCIATION



The Metrolinx plan is to build bus only lanes in the centre of Ellesmere Road, separated by raised curbs, through Highland Creek. This will have significant negative and lasting impacts on our community, which include:



- **NO LEFT TURNS** WILL BE PERMITTED ON ELLESMERE RD. EXCEPT AT SIGNALIZED INTERSECTIONS: MEADOWVALE, MORRISH AND CONLINS
- **NO LEFT TURNS** TO/FROM ALL DRIVEWAYS ON ELLESMERE
- **NO LEFT TURNS** TO/FROM ALL OTHER SIDE STREETS: BOBMAR, CALTHORPE, CAVERLEY TRAIL, DEEP DENE, GLADYS, MIRROW, SCARBORO, SPALL, WATSON AND ZAPH
- **NO LEFT TURNS** TO/FROM THE LIBRARY, COMMUNITY PARK OR PLAZAS
- U-TURNS OR RE-ROUTING THROUGH NEIGHBOURHOODS WILL BE REQUIRED
- VEHICULAR TRAFFIC LANES WILL BE REDUCED TO ONE LANE IN EACH DIRECTION
- HUNDREDS OF MATURE TREES MAY BE CUT DOWN AS A RESULT OF CONSTRUCTION
- EXPROPRIATION OF RESIDENTS PROPERTY MAY BE REQUIRED TO ACCOMMODATE WIDENING
- THE MINIMAL TIME SAVINGS THAT TRANSIT RIDERS MIGHT REALIZE ON THIS STRETCH OF ELLESMERE, DOES NOT WARRANT THE PERMANENT, DAILY IMPACTS THAT LOCAL RESIDENTS WILL HAVE TO ENDURE FOREVER
- **THERE IS NO BENEFIT TO HIGHLAND CREEK RESIDENTS WITH THIS PLAN**

THE FOLLOWING ADDRESSES HAVE AGREED TO COLLECT YOUR RESPONSE ON OUR BEHALF. PLEASE USE A LOCATION CONVENIENT TO YOU.

27 BOBMAR ROAD

7 BRAMBER ROAD

7 CONLINS ROAD

3355 ELLESMERE ROAD @ CONLINS
(FOOD MART CONVENIENCE STORE)

3600 ELLESMERE ROAD @ MORRISH
(SNAPPY'S CONVENIENCE STORE)

3797 ELLESMERE ROAD

4065 ELLESMERE ROAD

48 GLADYS ROAD

29 MILROY CRESCENT

2 SCARBORO AVENUE

37 WATSON STREET

6 ZAPH AVENUE

Please log on to the link below and sign the petition. The BRT is going to make Ellesmere Road with a dedicated bus lane.

www.change.org/HighlandCreek-BRT

You may have experienced the traffic jam on Morningside Ave, from Elesmere Rd to Kingston Road. It just doesn't make sense to do this in the area where the traffic is already so low. If they are successful in doing this,

1. NO LEFT TURNS will be permitted on Ellesmere Rd except as signalized intersections: Meadowale, Morrish and Conlins ONLY.
2. No left turns to and from all drives ways on Ellesmere
3. No Left turns to and from all other side streets like Bombar, **Calthorpe, Calverley Trail**, Deep Dene, Gladys, Mirrow, Scarboro, Spall, Watson and Zaph.
4. There are more issues which you may have read in the flyer that was distributed in your mailbox.

THE MINIMAL TIME SAVINGS THAT TRANSIT RIDERS MIGHT REALIZE ON THIS STRETCH OF ELLESMERE, DOES NOT WARRANT THE PERMANENT DAILY IMPACT THAT LOCAL RESIDENTS WILL HAVE TO ENDURE FOREVER.

PLEASE SIGN THE PETITION AND SAVE THE HASSLE TO OURSELVES AND THE NEIGHBOURHOOD.

THANK YOU. S.K. DESAI. 206 CALVERLEY TRAIL

www.change.org/HighlandCreek-BRT

RADHE...RADHE...
(416) 281 4793 - R
(416) 566 2000 - M



HIGHLAND CREEK
COMMUNITY ASSOCIATION



The Metrolinx plan is to build bus only lanes in the centre of Ellesmere Road, separated by raised curbs, through Highland Creek. This will have significant negative and lasting impacts on our community, which include:



- **NO LEFT TURNS** WILL BE PERMITTED ON ELLESMERE RD.
  EXCEPT AT SIGNALIZED INTERSECTIONS:
  MEADOWVALE, MORRISH AND CONLINS
- **NO LEFT TURNS** TO/FROM ALL DRIVEWAYS ON ELLESMERE
- **NO LEFT TURNS** TO/FROM ALL OTHER SIDE STREETS:
  BOBMAR, CALTHORPE, CAVERLEY TRAIL, DEEP DENE,
  GLADYS, MIRROW, SCARBORO, SPALL, WATSON AND ZAPH
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- **THERE IS NO BENEFIT TO HIGHLAND CREEK RESIDENTS WITH THIS PLAN**

Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

Cycle Toronto







IBI PARSONS

June 1, 2021

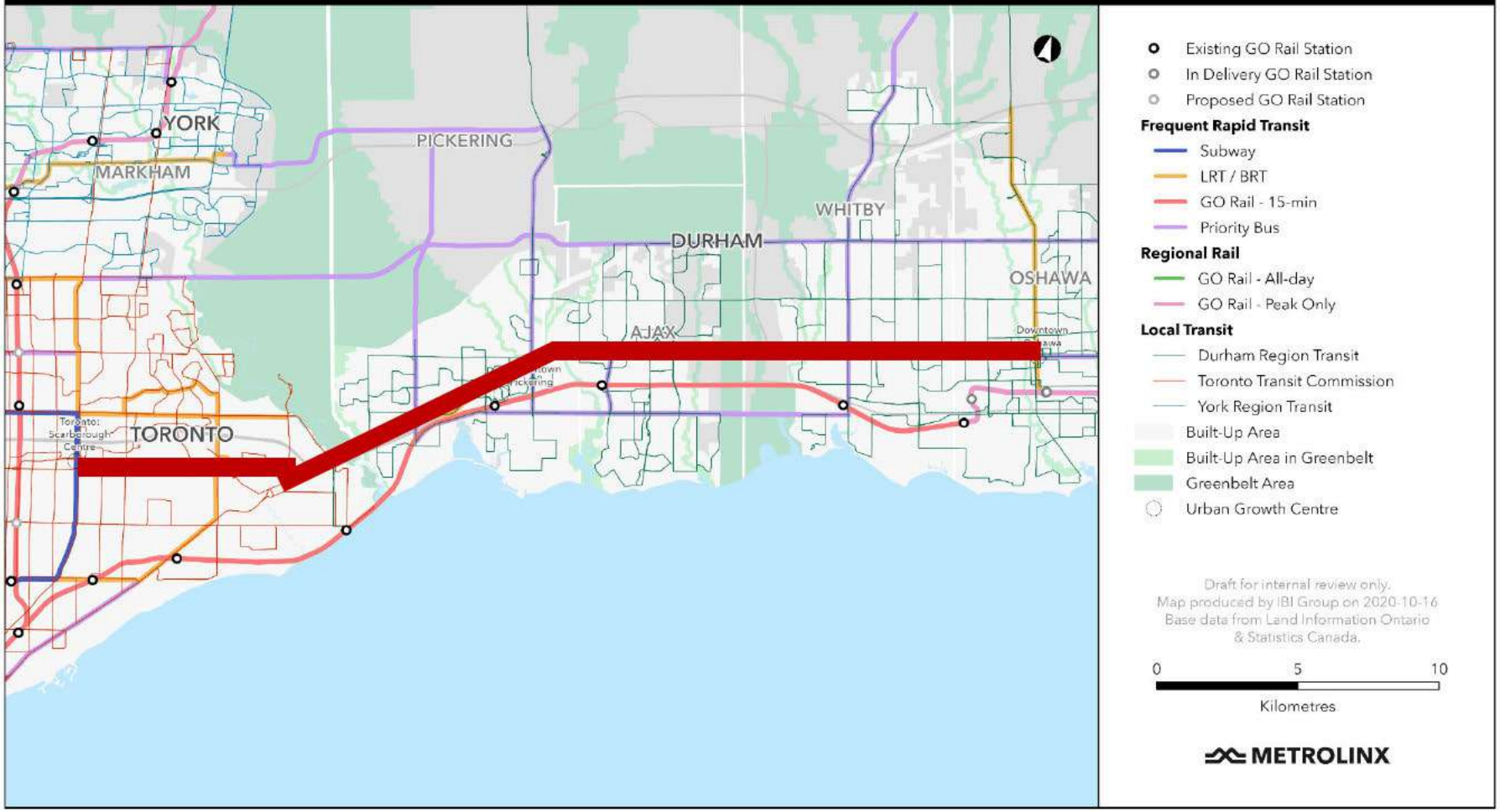
Agenda

5:00 – 5:10	Welcome and introductions
5:10 – 5:20	Project overview
5:20 – 5:45	Preliminary design
5:45 – 5:55	Next steps
5:55 – 6:00	Closing remarks

PROJECT OVERVIEW

2041 Frequent Rapid Transit Network

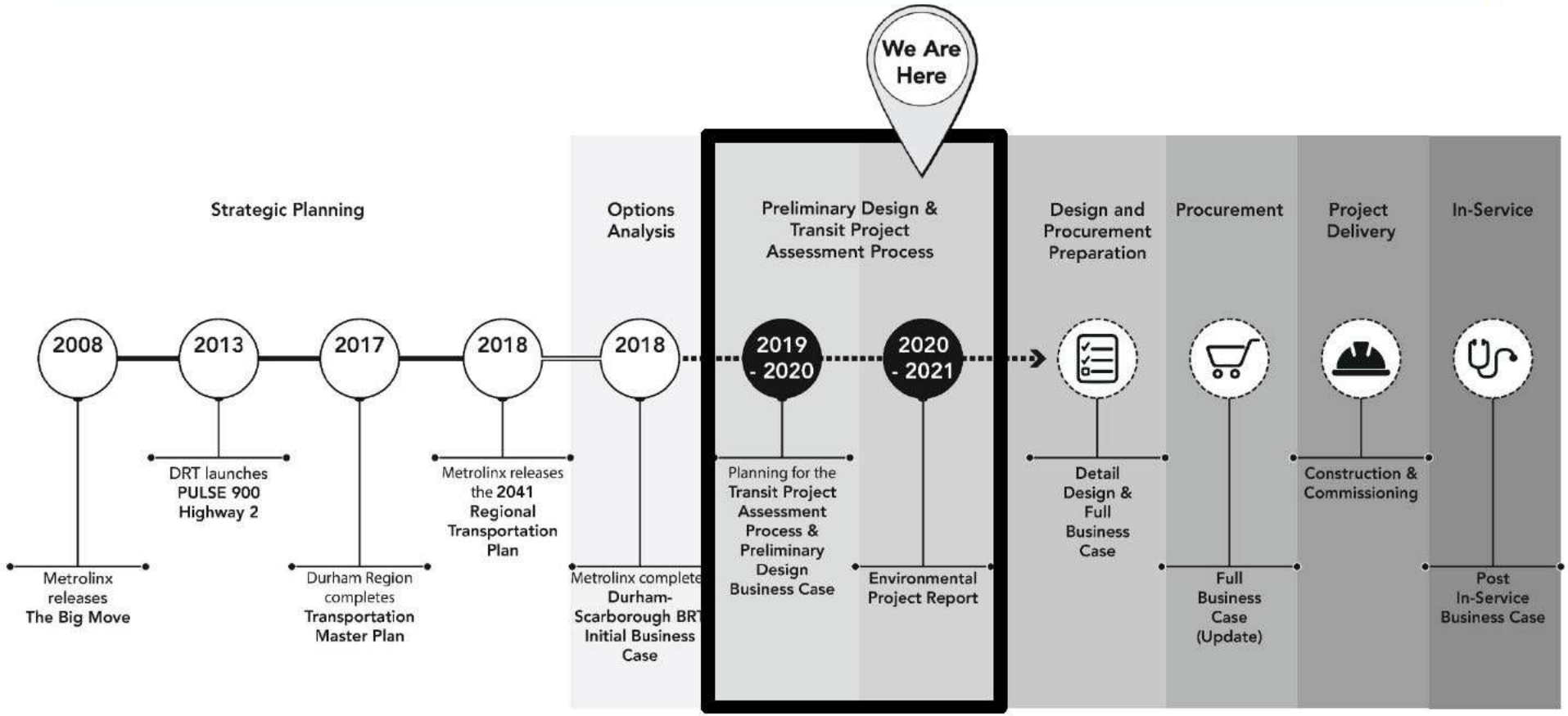
2041 Regional Transportation Plan Frequent Rapid Transit Network



Study Area


MARKHAM
PICKERING
AJAX
WHITBY
OSHAWA
TORONTO
Lake Ontario
Taunton Rd
Steeles Ave E
Finch Ave E
Finch Ave
Sheppard Ave E
Ellesmere Rd
Lawrence Ave E
Regional Highway 2
Dundas St E
Taunton Rd W
Rossland Rd W
Adelaide Ave W
Bond St W
King St W
Victoria St W
Wentworth St
Bayly St
Downtown Pickering
Downtown Ajax
Downtown Whitby
Downtown Oshawa
Scarborough Centre
1:95,000
0
3
6 km
Durham-Scarborough BRT
GO Station
GO Rail

Project Schedule: Overall Timeline



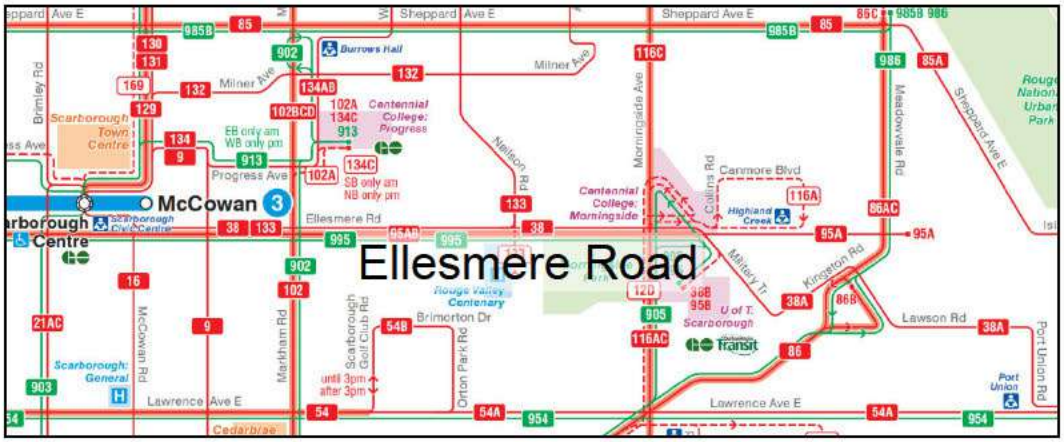
About Durham-Scarborough Bus Rapid Transit

Durham-Scarborough BRT is not a new transit service.

The objective is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This includes both Durham Region Transit's existing PULSE service and TTC services.



Source: Durham Region Transit



Source: TTC System Map (Feb 2020)

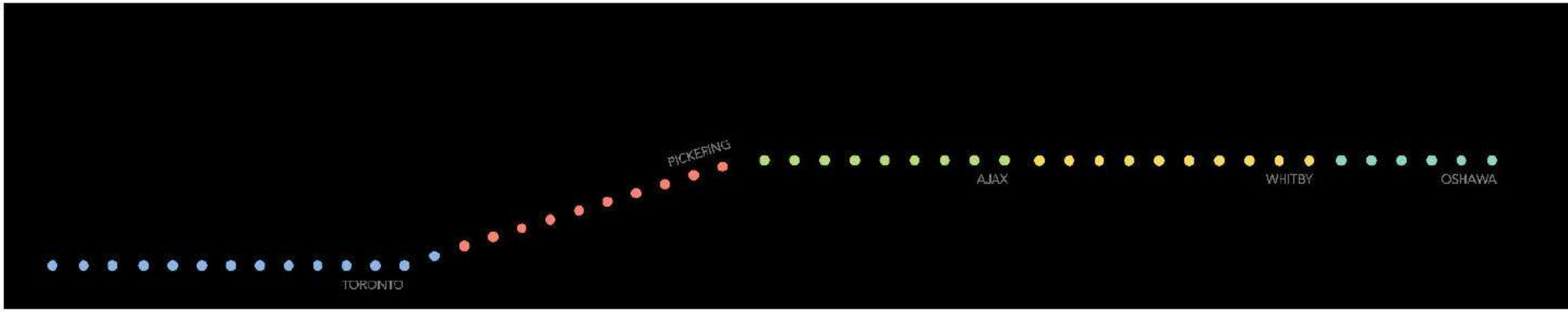
TTC bus routes will be able use the dedicated lanes along Ellesmere Road, including:

- 995 York Mills Express
- 38 Highland Creek
- 133 Neilson
- 95 York Mills

Proposed BRT Stop Locations

There are a total of 49 proposed BRT stops:

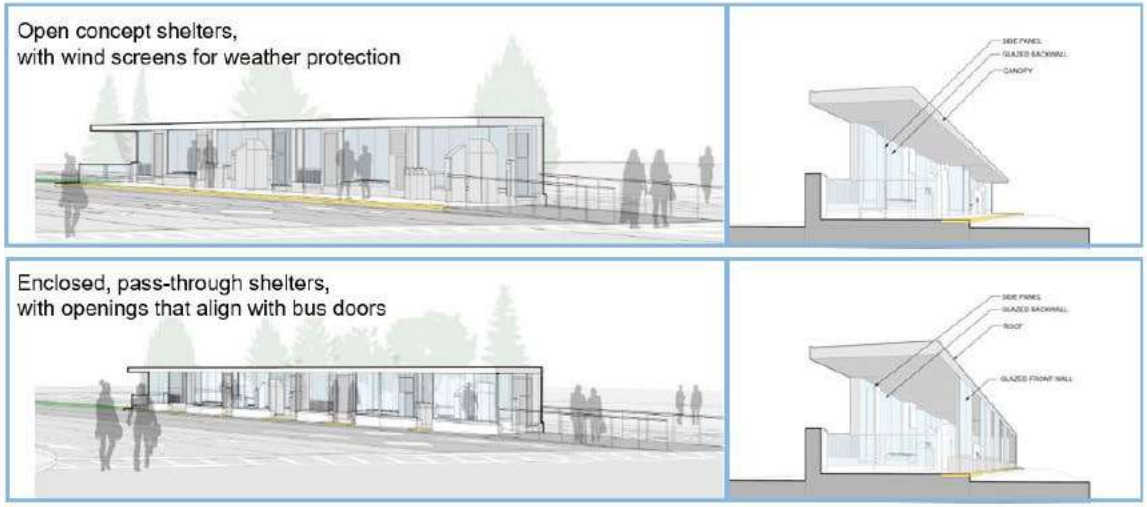




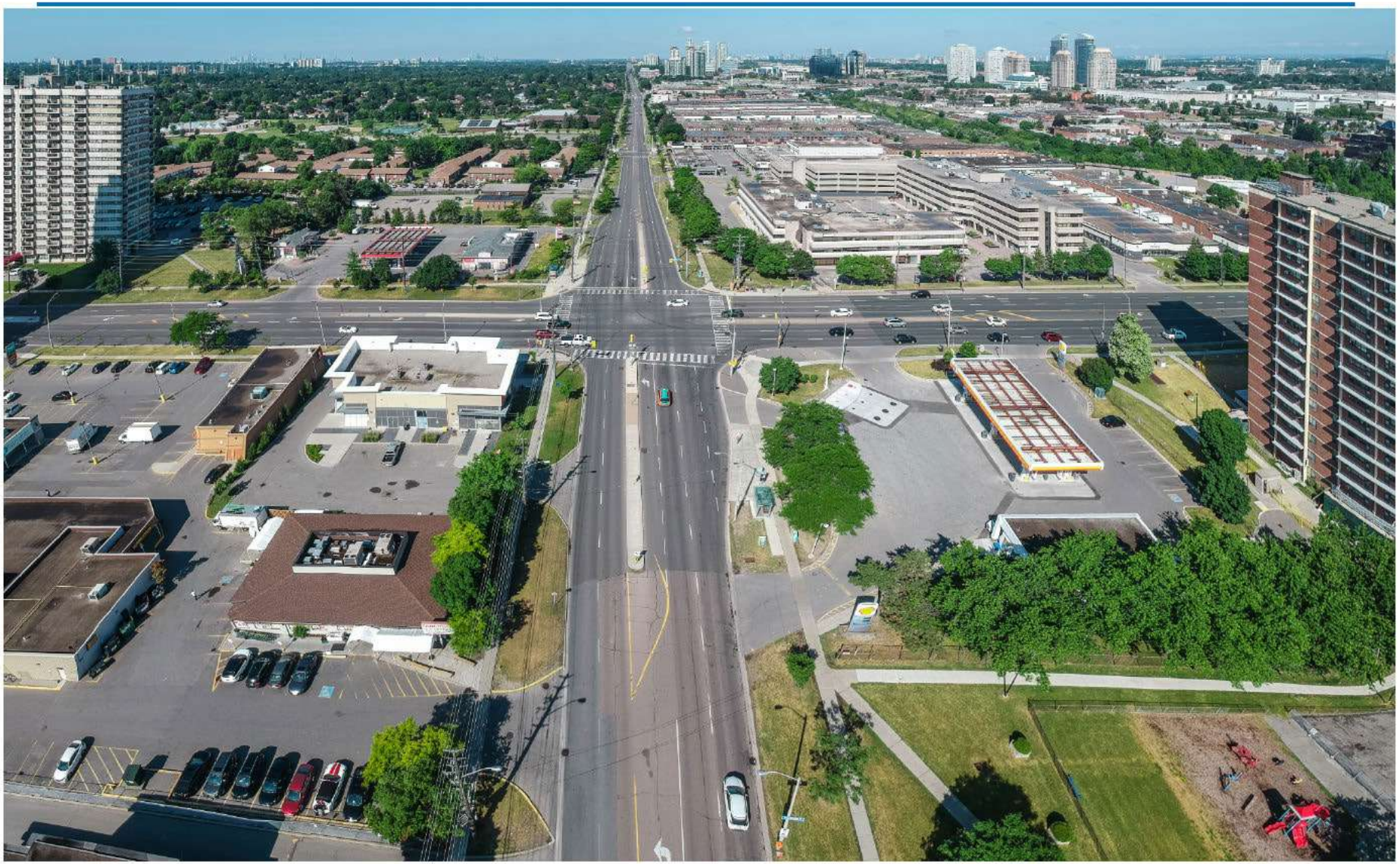
BRT Stop Design

- These renderings illustrate how the BRT shelters and platforms could look
- Full level-boarding platforms (35 cm, 14”) are under review
- Fully accessible, consistent looking stops will include:
  - Context sensitive 3.6 or 4.2 metre wide platforms
  - Stop identification signage
  - Rear concrete barrier for median stops
  - Access ramp and railings
  - Sheltered waiting area
  - Tactile edge warning strips



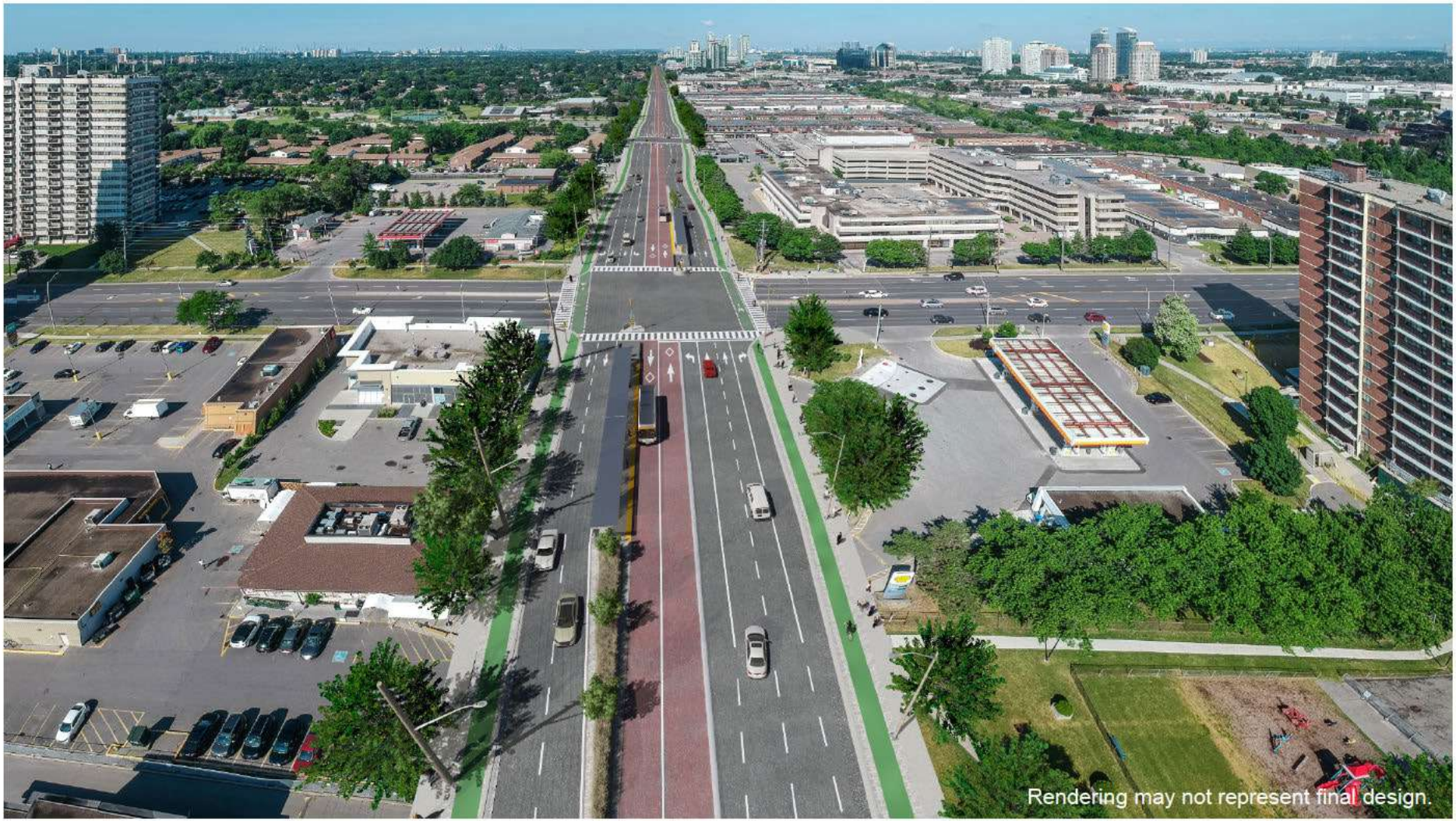


Ellesmere Road at Markham Road, looking west



Ellesmere Road at Markham Road, looking west with BRT

6-lane cross-section with centre-running transit lanes



PRELIMINARY DESIGN

City of Toronto



Segment	1	2	3	4	5	6
Existing lanes	4	4	4	2	4/6	4
Future proposed traffic lanes	4	4	2	2	4	4
Total number of lanes including BRT lanes	6	4	4	4	6	4

Active Transportation

- New sidewalks and cycling facilities will be provided to fill in existing gaps.
- A combination of cycle tracks and multi-use paths are proposed.
- 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 in Durham Region, alternate routes are identified north or south of the BRT corridor.

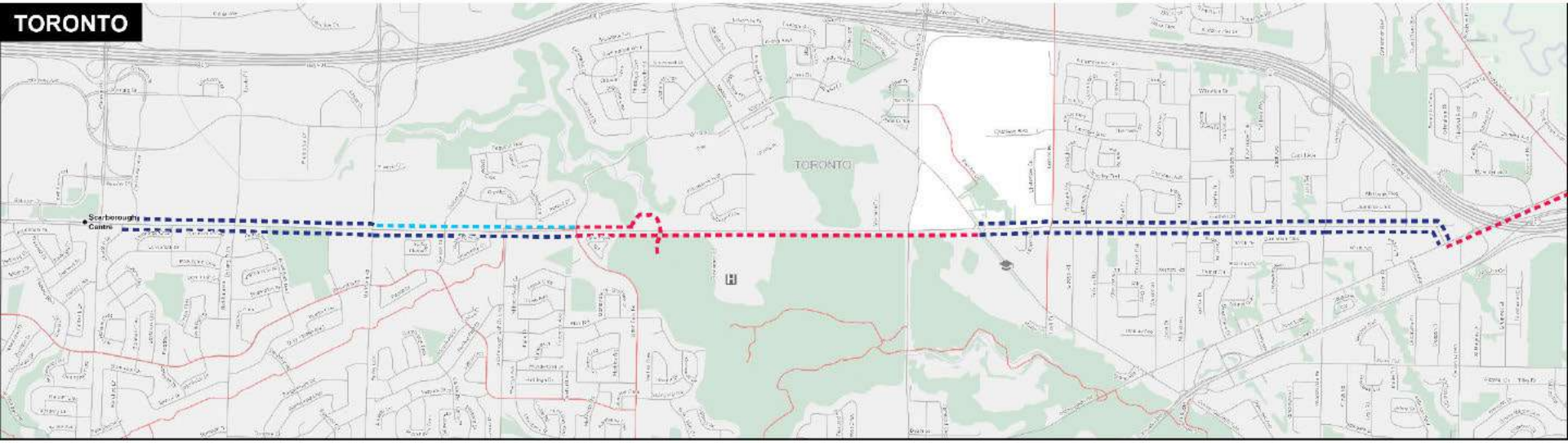


Example of a one-way cycle track and sidewalk
Source: City of Toronto / IBI Group

Walking and Cycling



Proposed 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



NEXT STEPS

Implementation Strategy

- Construction will occur in phases.
- Construction timing will depend on funding, property acquisition, permits and approvals.
- In Toronto, construction would proceed when funding is available.
- Areas with existing congestion should be prioritized.

Next Steps

- Spring 2021:
  - Refine the design in consultation with stakeholders
  - Prepare draft Environmental Project Report

- Summer 2021:
  - Commence the Transit Project Assessment Process (TPAP)
  - Notify property owners, stakeholders and the public through a Notice of TPAP Commencement
  - Public Information Centre #4 with information focused on environmental impacts and mitigation

- Consultation will continue during detailed design and construction stages

Visit the project website (www.metrolinxengage.com/dsbrt) for information on the project.

To stay informed on upcoming public engagements, or to submit questions and comments, please email DSBRT@metrolinx.com

Questions?







PARSONS

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, July 23, 2021 4:18 PM
To: [redacted]
Subject: RE: Form submission from: Contact

Hi [redacted]

Thank you for your inquiry on the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

The 2019 traffic and transit ridership numbers (eastbound and westbound combined) are:

- 1170 cars in the morning peak hour
- 1800 cars in the afternoon peak hour900 bus passengers in the morning peak hour

The projected 2041 traffic and transit ridership numbers (eastbound and westbound combined) are:

- 1050 cars in the morning peak hour (-10%)
- 1290 cars in the afternoon peak hour (-28%)
- 1480 bus passengers in the morning peak hour (+64%)

In addition to the local ridership increases, the degree of priority and reliability provided by the dedicated BRT lanes along the corridor are central to increasing overall ridership. Along the complete corridor we see significant ridership increases. The 2041 projected volumes indicate that the BRT lanes are carrying more people than the traffic lanes.

We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any other questions, please let me know.

Regards,

Stephanie

Submitted on Tuesday, June 29, 2021 - 09:23
Submitted by anonymous user: 70.48.13.24
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Whitby segment of BRT
Message: Your presentation to Whitby talks about cars through downtown per hour. I would like to hear how many riders they are forecasting through whitby per hour - now and in 2041 . All we hear is that the corridor had 3M riders in 2018. Thats not a fair comprison. Is the ridership enough to really justify this level of expenditure.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/230/submission/25510
[can01.safelinks.protection.outlook.com]

ction.outlook.com]  [can01.safelinks.protection.outlook.com] Twitter [can01.safelinks.protection.outlook.com] [can01.safelinks.pr

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[redacted]

From: Margaret Parkhill
Sent: Wednesday, June 30, 2021 8:26 AM
To: Kristin Demasi; Oscar A Tapia; Jocelyn Stenner; Hopper, David
Cc: DSBRT; Marianne Alden; Lauren Wilcox
Subject: Draft response RE: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Draft response – I can send to [redacted] *if comments provided by 3 p.m. today.*

Hi [redacted],
Thank you for your questions about the Durham-Scarborough Bus Rapid Transit project.

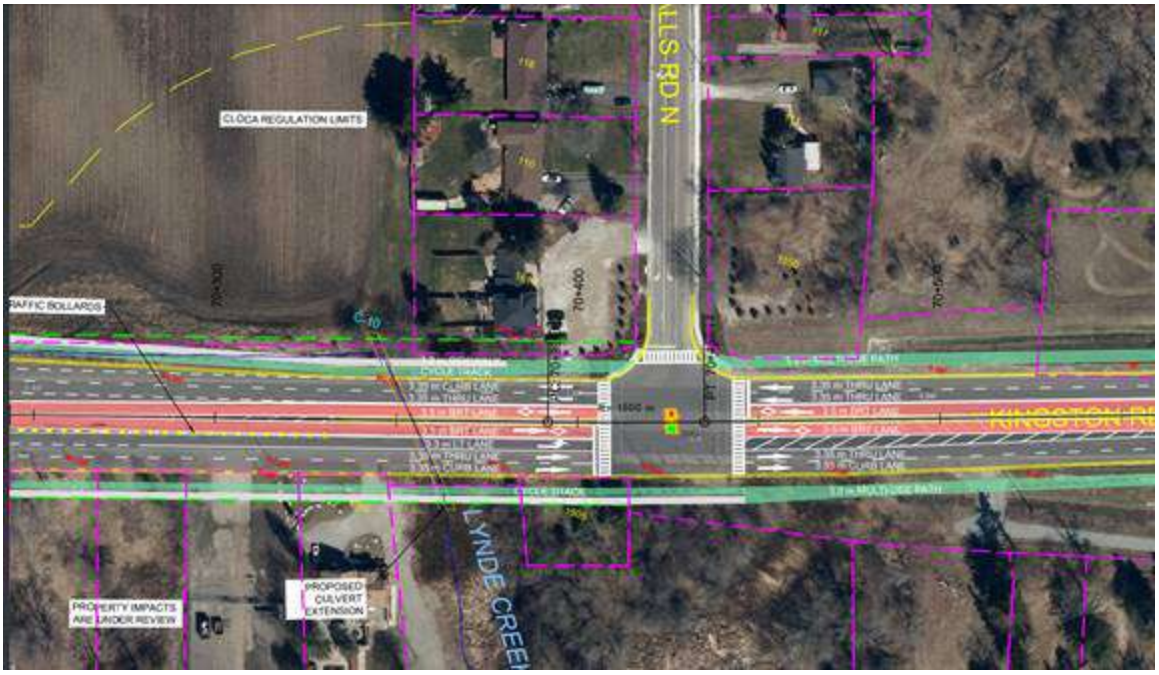
Along Dundas Street from Highway 412 west to Halls Road and continuing west to the Town of Ajax, the proposed design will widen the road to add 2 centre-median bus lanes and maintain 4 lanes for general traffic (2 lanes in each direction). West of Halls Road, the project will provide a new sidewalk and cycle track on both sides of Dundas Street. East of Halls Road, the project will provide a multi-use path on both sides of Dundas, which would be shared by those walking or cycling. The traffic light will remain at the Halls Road intersection.

Yes, the proposed design is expected to fit within the right-of-way. I've copied a snippet of the design plan below, which is drawn over an aerial photo of the Halls Road intersection. The red lanes are the bus lanes, the green lanes are the cycle track or multi-use path. The sidewalk is a light grey, located outside the cycle tracks west of Halls Road.

You may be interested to know that the Lynde Creek culvert, just west of Halls Road, would be extended to support the new sidewalk and cycle tracks.

We have added you to the project email list. Additional public consultation is planned for later this year, and we will be adding updated material to the project website over the summer: www.metrolinxengage.com/dsbrt

If you have any other questions, please let me know.
Regards,
Margaret



From: [redacted]
Sent: Tuesday, June 29, 2021 7:44 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Thank you for your response.

I live on [redacted] in Whitby. With the addition of 2 bus lanes, my questions...on behalf of our neighbours are...

There currently is a wide municipal right of way on both sides of Dundas aka Hwy 2. Is there sufficient room within this R.O.W, to accommodate a lane on each side?

If not...

Expropriation of land to accommodate the lanes plus, I assume extra right of way will need to be done. If so, from which side, (North/South), or all from one side?

Will a sidewalk on Dundas also be installed /continued from the existing sidewalk to the east, and same from the west? Which side of the road.

As I understand, construction is expected in 2022, so I expect that you are at a stage where you now know this information.

Thank you,

[redacted]

On Tuesday, June 29, 2021, 06:05:56 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Hi [redacted],

We don't seem to have a record of questions from you, aside from the attached email from January 2021.

Were your questions submitted through the chat of one of our live events? If so, could you please tell me which date?

I am trying to find your questions and provide you with responses.

Or, you could reply to this email with your questions?

My apologies for taking so long to respond,

Margaret

Margaret Parkhill, P.Eng.

IBI Group

416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, May 27, 2021 12:44 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Not interested in the Oshawa area, but still waiting for a response to the questions I submitted online through the previous Whitby virtual open house email notice.

[redacted]

On Thursday, May 27, 2021, 12:26:23 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Join Us For Our Upcoming Virtual Open House (Oshawa)

When it comes to building transit, we know that every decision matters for our communities and our future customers.

Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.

Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

Hi [redacted]

I know we have previously emailed you but I wanted to make sure we have answered all your questions

The preferred design between Lakeridge Rd and McQuay Boulevard is centre median transit lanes- with stops at major intersections. There are also plans for a new continuous sidewalk and bike paths along this stretch.

Majority of the corridor can fit in within the official plan right of way. We are still refining the design to try and minimize impacts beyond this right of way. This work will continue in 2021. We do not yet have specific details on how much property may be needed beyond the official limits and whether or not it would be taken from one or both sides of Dundas St. Property owners will be contacted once we finalize the design.

A stop is not currently proposed at Halls Rd. The proposed stops are located at Lakeridge Rd, Des Newman, McQuay Blvd before getting into downtown.

You are correct that we do not yet have a specific timeline for construction of this segment. The corridor has not yet received a commitment for full capital funding. Timelines for implementation will be determined in a future phase of work once this current phase is complete.

Apologies for the delay in responding- we are still going through all comments received from the recent public information centre. You can of course get in touch with someone from the project team anytime via this email address

Thank you

Kristin

From: [redacted]
Sent: December-20-20 12:09 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Meyrolinx Extension through Whitby

After receiving the information on the Metrlinx project, there was a section where we could press and pinpoint a specific area on the route map and ask a question. It has now been several weeks and I have not received a response from you on my questions.

Therefore, I will again pose my questions in hopes of getting a response. Just to note that these are questions that some of our neighbours are also interested in having answered.

The area in question is in Whitby, between Lakeridge Road and McQuay Boulevard.

The questions are:

From what I understand, this area will have curbside bus lanes, as opposed to centre lane. Please confirm.

Is there currently existing, enough right of way to accommodate 2 additional bus and bike lanes, and if not, then..

How much land will be required to be expropriated (in feet), and

Will it be taken from one side or split between both sides of the road?

Will there continue to be a bus stop at Halls Road?

...and lastly, I know timelines probably at this time can't be specific, but would you be able to provide a timeline as to start of construction for the section in question?

Thank you,

[redacted]

[redacted]

[redacted]

Sent from my Galaxy Tab® S2

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[redacted]

From: Margaret Parkhill
Sent: Tuesday, June 29, 2021 6:06 PM
To: [redacted]
Cc: DSBRT
Subject: RE: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)
Attachments: RE: Meyrolinx Extension through Whitby

Hi [redacted],
We don't seem to have a record of questions from you, aside from the attached email from January 2021.
Were your questions submitted through the chat of one of our live events? If so, could you please tell me which date?
I am trying to find your questions and provide you with responses.
Or, you could reply to this email with your questions?

My apologies for taking so long to respond,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, May 27, 2021 12:44 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Not interested in the Oshawa area, but still waiting for a response to the questions I submitted online through the previous Whitby virtual open house email notice.

[redacted]

On Thursday, May 27, 2021, 12:26:23 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

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- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3
- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, June 29, 2021 4:01 PM
To: [redacted]
Subject: RE: I am writing as the [redacted]...

Hi [redacted]

Thank you for your email, and for your patience as we put together a response.

As part of the Durham-Scarborough Bus Rapid Transit (DSBRT) project, we are conducting a number of evaluations and surveys along the entire 36 km corridor as part of the Transit Project Assessment Process (TPAP), which includes cultural heritage and trees. The results of these studies will be available for public review later this year.

In Pickering Village, additional studies are underway to understand potential impacts to cultural heritage resources and develop the necessary mitigation measures. One of the goals of this project is to integrate the transit improvements with existing land uses along Kingston Road.

The results of these studies will help determine potential impacts of the project, as well as inform mitigation measures that could be applied to reduce or eliminate potential impacts. Furthermore, once the TPAP is complete and detailed design begins, Metrolinx will contact any individual property owners impacted by the project.

As the project moves forward and the design is refined, efforts will be made to minimize impacts through this area as much as possible, particularly with respect to heritage value and the existing community. Metrolinx is committed to continue working closely with Durham Region and the Town of Ajax staff to develop design solutions.

Metrolinx is committed to continue engaging with the local community about the DSBRT project. Prior to the start of construction, we will be creating Community Liaison Committees (CLCs) following the completion of the Environmental Assessment (EA). CLC members will include residents, business owners and local elected officials. Meetings may also be attended by subject matter experts in design, environment and construction. As the project takes shape, members of the CLC will be informed about aspects of the project and its construction; the CLC members will act as a two-way conduit between the project team and various aspects of the community.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions, please let me know.

Kind regards,
JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

-----Original Message-----
From: [redacted]
Sent: May 31, 2021 2:26 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: I am writing as the [redacted]

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Jocelyn Stenner
Community Engagement Specialist
Durham Region
Metrolinx
I am writing as the [redacted] My home is within the [redacted]. This street section is about to experience great changes as planned by the DSBRT project. Time brings changes and the Durham Region need for rapid mass transit must be recognized. .

Street signage near Rotherglen welcomes travellers to Historic Pickering Village. My soon to be a century home was built circa 1925 ..... Ajax founded circa 1940 has exceptionally few structures of earliest settlement. Pickering Village is the main area representation of a past. The proposed rapid transit project will affect this area but does it have to destroy it? Hopefully not.

Your note to [redacted] May26 states "The proposed design is sensitive to the heritage conservation district..."It is important to me to learn of the criteria you will apply to the preservation of this area. The older homes, mature trees ,roadside green space are all unique. Responsible decision makers would place a community value on this area.

I look forward to a reply and participating in the virtual meeting June 3/21.

Thank you [redacted]

Sent from my iPad
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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 3:58 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello,

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street.

This new option will:

- Maintain continuous eastbound and westbound general traffic movement on Dundas Street
- Minimize neighbourhood traffic infiltration and keep school buses, trucks, large vehicles on Dundas Street
- Improve pedestrian, transit, and driving access to businesses and support step free access on both sides of Dundas Street
- Provide more space for streetscaping and enhance the public realm on Dundas Street
- Maintain the character of Downtown Whitby
- Restore all 31 on street parking spaces, through an expanded parking lot at Elm Street and Byron Street

More information on the preliminary design, renderings, a recording of our most recent virtual engagement for the Whitby community, and a copy of the presentation can be found here. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May 7, 2021 9:55 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, May 7, 2021 - 09:54
Submitted by anonymous user: 2607:fea8:5ae0:86:b486:b299:4457:a22d
Submitted values are:

Your name: Anonymous
Your e-mail address: [redacted]
Subject: Whitby downtown hwy 12/hwy2 design
Message:

What is the status of four lane (2east/2west) design for this section? This is the most logical and common sense solution for the Whitby pinch point where all traffic shares the road for a few hundred meters.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/23281

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 4:05 PM
To: [redacted]
Subject: RE: 301-500816-B0V6X4 > Service/Capacity > Route and Line Expansion EM0002369923

Hello [redacted]

We received the below inquiry from our colleagues in customer care, and are happy to respond.

Firstly, Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Durham Region <DurhamRegion@metrolinx.com>

Customer Comment

Subject: **Metrolinx highway #2 proposal.**
Could you please explain to me why we need ANOTHER bus system to tie Durham and Scarborough together?
We already have the GO bus system that does

Message:

Metrolinx highway #2 proposal.
Could you please explain to me why we need ANOTHER bus system to tie Durham and Scarborough together?
We already have the GO bus system that does a very good job of doing that.
The #2 is Canada's oldest highway and subsequently is too narrow in a lot of areas to accommodate a THIRD bus service.
Taunton road desperately needs a bus service and it would tie in perfectly in Markham with the existing bus service.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, June 30, 2021 4:43 PM
To: [redacted]
Subject: RE: Please add me to the project mailing list

Hello [redacted]

Thank you for your e-mail to the Durham-Scarborough Bus Rapid Transit Project (DSBRT) team. There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Confirming you are subscribed to our Durham e-newsletter and the DSBRT project mailing list.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: May 4, 2021 5:40 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Please add me to the project mailing list

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As per the May 2021 Durham Region Newsletter, please add me to the project mailing list…thank you !

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com.

[redacted]

[redacted]

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 1:59 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted],

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT).

Durham Region Transit (DRT) is moving forward with piloting electric buses, with up to eight electric buses operating on the PULSE network within the next few years. DRT will also be preparing a transition plan to achieve a zero-emissions fleet and meet the goals set out in Durham Region's Corporate Climate Change Action Plan.

Metrolinx plans to begin testing electric buses in the near future. This combined with other eBus trials occurring at various Ontario transit systems, will help to inform the Zero Emission Bus Strategy for Metrolinx moving forward.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

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If you have any further questions or concerns, please don't hesitate to let me know.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: July 5, 2021 1:02 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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[redacted]

Submitted on Monday, July 5, 2021 - 13:01
Submitted by anonymous user: 76.68.140.93
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Metrolinx Durham Bus rapid transit to Scarborough
Message:

Number of concerns have been raised by the residents of noise and pollution.
Have you not seriously considered the electrical buses whether hybrid or with electrical cables over hanging?
Will substantially reduce the noise and practically Zero pollution and probably reduce overall width as only single hydro pole in center to serve the whole street.
If you have question on the proposal let me know.
Best regards
[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/25590

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 2:20 PM
To: Margaret Parkhill; Marianne Alden; Lauren Wilcox
Subject: FW: Henry & Dundas St

FYI

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: DSBRT
Sent: July 7, 2021 1:54 PM
To: [redacted]
Subject: RE: Henry & Dundas St

Hi [redacted]

The formal public information centre in the fall of 2021 will be held on Metrolinx Engage (online) where you'll be able to submit your feedback.

To keep informed on upcoming public engagements/dates, please subscribe to the Metrolinx Durham regional e-newsletter.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: July 6, 2021 9:08 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Henry & Dundas St

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Hello,

Thank you for getting back to me but your email doesn't address my question.

I am asking how I can provide feedback on the corner of Henry St and Dundas St. Can you please provide direction.

Thank you
[redacted]

Sent from my iPhone

> On Jun 30, 2021, at 2:33 PM, DSBRT <DSBRT@metrolinx.com> wrote:
>
> Hello [redacted]
>
> Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.
>
> Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in **fall 2021** to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.
>
> Should you have any comments you wish to share with the project team ahead of PIC#4, please feel free to send them to DSBRT@metrolinx.com
>
> To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.
>
> If you have any further questions or concerns, please don't hesitate to let me know.
>
> Kind regards,
>
> JS
>
> **JOCELYN STENNER**
> Community Engagement Specialist
> Durham Region
> Metrolinx
>
> <image002.png>
>
> ***If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.***

From: [redacted]
Sent: May 20, 2021 7:23 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Henry & Dundas St

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Hello,

My name is [redacted] In tonight's public meeting you mentioned you are looking for feedback on the corner of Henry and Dundas St. I am just wondering how I can get engaged with this feedback and what you are looking for. Please feel free to connect with me.

[redacted]

Sent from Mail for Windows 10

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 3:31 PM
To: [redacted]
Cc: Newman, Deidre
Subject: RE: BRT FOUR CORNERS

Hello[redacted]

Thank you for your feedback on the Durham-Scarborough Bus Rapid Transit Project (DSBRT). There was a lot of interest in our engagement and I appreciate your patience as we work to respond to everyone who took the time to reach out.

Our team remains committed to fostering open, consistent, and transparent dialogue with the community as we work to move this important transit project forward. In 2021, Metrolinx hosted three virtual open houses for the Whitby community and mailed approximately 50,000 brochures to the entire municipality to ensure that everyone who has an interest in this project, has an opportunity to have their voice heard.

The DSBRT preliminary design has evolved from curbside dedicated transit lanes, to a three-lane design with a westbound mixed traffic lane. The refined preliminary design includes three lanes of traffic, giving eastbound cars and buses a dedicated lane and having westbound cars and buses share a lane between Perry Street and Byron Street. As we work to further refine the three-lane preliminary design option, Metrolinx will continue to engage and share information with the community, stakeholders, elected officials and municipal and regional partners.

Next steps on this important transit project include finalizing the preliminary design plans, preparing the draft Environmental Project Report (EPR) and commencement of the Transit Project Assessment Process (TPAP), which includes a formal public consultation period. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. Beyond the TPAP, into 2022 the Preliminary Design Business Case (PDBC) will finalized.

The DSBRT is an important transit project in Durham Region. As we look out to 2041 and beyond, there is significant growth planned for the corridor – approximately 215,000 more residents and 66,000 more jobs; higher transit capacity is needed to link communities and employment across the region. The Durham Region Transit PULSE route has the highest transit ridership in Durham Region with 3.5 million trips taken in 2019; over 40% of trips along this corridor start or end along Highway 2/Dundas Street. This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any further questions or concerns, please don't hesitate to let me know.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

-----Original Message-----
From: Newman, Deidre <newmand@whitby.ca>
Sent: April 24, 2021 2:48 PM
To: [redacted]
Cc: Internet, Council <council@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; David Hopper <David.Hopper@parsons.com>
Subject: Re: BRT FOUR CORNERS

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Dear [redacted]

Thank you for your note received yesterday.

The issues which you have raised are important to our Town. I have taken time to respond in detail.

I was born in Whitby, care about the people of this Town and have worked hard to consider their views and all relevant factors in making decisions on Council.

Metrolinx has the authority to make the decision on the BRT design in Whitby after consultation with Council, residents and stakeholders.

The BRT design in Whitby is an evolving process to find the best solution by addressing factors to ensure safety, preserve the historical downtown, protect the peace of neighbouring residents, support the businesses, and facilitate traffic flow.

Communication with the community has been complicated by the pandemic. Following Council direction, Metrolinx has committed to broaden consultation with all residents of Whitby.

Throughout this process, I have been advised by Metrolinx of the technical restraints, the space restraints, the safety impacts and the heritage impacts of the four lane design option in the downtown.

The four lane design in the downtown limits significantly the opportunity for the preservation of the downtown as a historical and cultural hub, shifts the focus even more to public transit and vehicular flow and presents some safety issues.

This was the first Metrolinx design option for the downtown and three successive design options have been presented by Metrolinx since that time in response to resident and Council concerns.

As Metrolinx had already shared the constraints and impacts with the four lane option for the downtown, I did not consider it constructive for Metrolinx to be directed by Council to revisit that option again.

Through this communication, I have forwarded your note and my response to Metrolinx so that you will have the benefit of their further written comment on the challenges of the four lane design option in downtown Whitby.

At the meeting of April 22, 2021, Metrolinx outlined the advantages of the current three lane mixed traffic westbound design option (their fourth and current option) which embraced most resident concerns (and was received favourably at the meeting). This current three lane option provides the opportunity to maintain the continuous eastbound and westbound general traffic flow on Dundas in the downtown, minimizes neighbourhood infiltration, improves pedestrian access to businesses, provides more space for streetscaping with an effort to create balance on the north and south side of Dundas in the downtown, maintains the character of downtown Whitby, and relocates 31 on-street parking spaces.

I hope that this response is helpful.

Your effort to reach out is appreciated.

Best regards,

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

> On Apr 23, 2021, at 12:26 PM, WILLIAM GERAGHTY <bgeraghty@rogers.com> wrote:
>
> [EXTERNAL EMAIL]
>
>
> Ms. Newman,
>
> I reside on [redacted] and you are my ward Councillor.
>
> I watched the special meeting yesterday and am disappointed to learn this morning that you voted against having Metrolinx take another look at their original proposal of 4 lanes of traffic through the downtown pinch area.
>
> To flatly disregard this option being looked at again does not make sense. You would be voting for them to look at the viability of this options NOT voting for the option to be adopted.
>
> I am disappointed that you made this decision given that you did not consult with the residents you represent. I voted for you as I believe you had the interests of the people above anything else. This will be an election issue for the Mayor, Deputy Mayor and all Councillors and I fear that voting against even looking at the option again could jeopardize re-election, which would be a shame as I feel you and some others have done a good job thus far.
>
> I implore you to reconsider your position and bring a motion to reopen this option. What have you got to lose?
>
> Regards,
> [redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 7, 2021 2:45 PM
To: [redacted]
Subject: RE: mailing list

Hello [redacted]

Apologies for the delayed response.

Confirming your are subscribed to our e-newsletter and project mailing list.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]
Sent: May 5, 2021 8:44 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: mailing list

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Please add me to your mailing list

[redacted]

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[redacted]

From: Margaret Parkhill
Sent: Friday, August 20, 2021 12:00 PM
To: Yash Kulshreshtha
Cc: Lauren Wilcox; Marianne Alden
Subject: FW: meeting inquiry.

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, July 8, 2021 4:28 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: [redacted]
Subject: meeting inquiry.

Good afternoon Margaret

Hope you are doing well.

Following up on our last virtual meeting. As you have expressed during the meeting that you were interested to meet us([redacted] one on one, we are wondering if you are going to propose a possible meeting day.

We are hoping to enter into stage3 opening soon, We believe that it is best we should meet on site at our office. Please let us know your thoughts.

Keep safe and be well.

Best Regards,

[redacted]



[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, July 22, 2021 4:48 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted]

Red asphalt is the standard for most Bus Rapid Transit (BRT) systems, as it does not lose its visibility the way painted pavement markings tend to do over time. The asphalt uses both red aggregate and red dye that are added to the asphalt. As the pavement ages, it continues to look almost as red as the day it was installed. In some areas where traffic will be permitted in the BRT lane(s), red painted stripes may be used instead of red asphalt, which will be determined during detail design.

Coloured BRT lanes help drivers understand that they are for the BRT. This has been successfully used along Highway 7 for the viva system, and creates an identifiable system that reminds the public and drivers of the priority given to transit along the corridor.

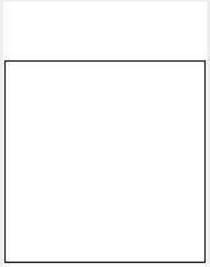
We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any other questions, please let me know.

Regards,

Stephanie

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: July 8, 2021 12:51 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team



Submitted on Thursday, July 8, 2021 - 12:51
Submitted by anonymous user: 70.48.13.24
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: DSBRT Transit Lanes
Message:

In all your presentations you have highlighted the transit lanes, which I thought was for illustration purposes. Can you please confirm that the coloured lanes are for illustration only - or are you planning to paint all the transit lanes red or orange or some other colour all along the route.
Thank you.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/25698

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, July 23, 2021 1:46 PM
To: [redacted]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hello [redacted]

Thank you for your inquiry on the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

The length of tapers for auxiliary lanes is set by the design standards, the posted speed and the design speed of the road. The standards are different for the City of Toronto, Durham Region and MTO, who control different segments of the corridor. MTO standards apply near the Highway 401 and 412 interchanges, and supersede municipal standards.

The City of Toronto has both the lowest posted speed and the most urbanized conditions, which generally rely on shorter tapers. Ellesmere Road is posted at 50 km/hr, and Kingston Road is posted at 60 km/hr. In Toronto the design speed is set the same as the posted speed, as part of the City's desire to control traffic speeds and manage the more limited opportunities to provide enough paved area for the more generous tapers. In the MTO-controlled areas near the Highway 401 ramps, the design speed is 80 km/hr even though it is posted at 60 km/hr. This provides a more generous transition from the freeway speeds to local street speeds.

In Durham Region the posted speed varies from 50 km/hr to 70 km/hr, and the design speed is set at 10 km/hr above the posed speed. The higher posted speed and the added buffer to design speed lengthens the tapers in Durham.

We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any other questions, please let me know.

Regards,

Stephanie

Submitted on Thursday, July 8, 2021 - 08:37
Submitted by anonymous user: 2607:fea8:7ae0:fdf:dcda:96b5:d9e6:c654
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Road widths and tapers
Message:
I found out from a technical article on the Scarborough-Durham BRT that the road widths vary along the corridor, being wider near intersections (where turn lanes are provided) and narrower elsewhere. In Toronto, the road changes width over a distance of 50-60m, while in Pickering, the transition takes over 100m. This suggests that the design is trying to accommodate much higher vehicle speeds in Pickering, despite the speed limits being the same (50km/hr, mostly).
Could you please explain what vehicle speeds the designs in Toronto and Pickering are based on, and how these compare to the speed limits in those areas?
Thank-you.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/25693
[can01.safelinks.protection.outlook.com]

ction.outlook.com] [can01.safelinks.protection.outlook.com] Twitter [can01.safelinks.protection.outlook.com] [can01.safelinks.pr

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, July 9, 2021 9:29 AM
To: David Phalp; Carmen Rapati
Cc: Leona Hollingsworth; Kristin Demasi; Hopper, David; Margaret Parkhill; Marianne Alden; Lauren Wilcox
Subject: FW: Durham buses on Ellesmere Road

FYI

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: July 9, 2021 9:26 AM
To: 'City Councillor:' <councillor_mckelvie@toronto.ca>; 'MPP:' <Vijay.Thanigasalam@pc.ola.org>
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: Durham buses on Ellesmere Road

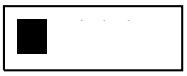
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Absolutely no need to build bus routes along Ellesmere Road for the sake of the students that may want to live in Durham and travel to U of T Scarborough. So easy to get on the 401 for a couple of interchanges and go down Morningside to Military Trail.

The better solution to this expenditure would be to build a return route by going south on an upgraded Military Road, after the revitalisation of the Military Road and Ellesmere Road intersection, to an interchange that takes buses and cars from the end of Military Trail to Eastbound Kingston Road extension. This certainly needs to be fixed after many years of underuse onto the eastbound Kingston Road extension from the University and the rest of our area .

Simple and long overdue.

[redacted]


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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Tuesday, July 13, 2021 9:19 AM
To: [redacted]
Cc: Leona Hollingsworth; DSBRT
Subject: RE: E-Introduction

Hello [redacted]

Thank you for writing to us with your feedback about the Durham-Scarborough Bus Rapid Transit project in the Town of Whitby.

We recognize the [redacted] unique character and value to the community, and Metrolinx is committed to working with our partners and stakeholders to design a project that minimizes impacts to the area.

Through 2021 Metrolinx hosted three virtual public open houses for the Town of Whitby, welcoming over 500 attendees. We were also able to meet with multiple Whitby Advisory Committees, including the Developmental Steering Committee. Metrolinx will continue to engage with the community, stakeholders and our municipal and regional partners as the preliminary design is refined.

Looking ahead through summer 2021, the draft Environmental Project Report will be prepared and the Transit Project Assessment Process (TPAP), which includes a formal public consultation period, will commence. Beyond the TPAP, into 2022 the Preliminary Design Business Case will be finalized.

We look forward to our upcoming meeting with the [redacted] this Wednesday, July 14th, 2021 to better understand the [redacted] operations. Metrolinx is committed to maintaining two-way consistent dialogue with the [redacted] throughout the next stages of this important transit project, including establishing regular touchpoints with the [redacted] ahead of establishing our Community Liaison Committees.

Sincerely,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: June 18, 2021 4:27 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Shahid, Maleeha <shahidm@whitby.ca>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: E-Introduction

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Hello Jocelyn,

Thank you for getting in touch. Attached please find a letter I am sending on behalf of the [redacted] requesting engagement with Metrolinx.

I would be happy to speak next week and will send you some times under separate cover.

Regards,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Friday, June 18, 2021 12:47 PM
To: Shahid, Maleeha <shahidm@whitby.ca>; [redacted]
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: E-Introduction

Good afternoon,

Thank you kindly Councillor Shahid for the virtual introduction! It's wonderful to e-meet you, [redacted]

[redacted] I'd be pleased to set up a phone connection point next week, at your convenience. If you could send along your availability, that would be great!

In the interim, should you have any questions, I can be reached at the undersigned.

Have a wonderful weekend!

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Shahid, Maleeha <shahidm@whitby.ca>
Sent: June 17, 2021 5:29 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; [redacted]
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Re: E-Introduction

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Hello,

Jocelyn, I am writing to you to introduce you to [redacted]

[redacted] Jocelyn is the community engagement lead from metrolinx.

It's my pleasure to introduce you two. Please connect.

Thank you

—

Maleeha Shahid
East Ward Councillor Town of Whitby
[redacted]
Tel: 905-430-4300 x2203
Cell: 905-706-0514
shahidm@whitby.ca

> On Jun 17, 2021, at 4:17 PM, Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com> wrote:
>
> [EXTERNAL EMAIL]
>
> Hello Councillor Shahid,
>
> It was lovely speaking with you this afternoon.
>
> Sending a note to share my e-mail and phone number (undersigned).

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

<image003.png>

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[redacted] it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, July 20, 2021 9:45 AM
To: [redacted]
Cc: Internet, Council; John; Leona Hollingsworth; Lorne Coe; Newman, Deidre
Subject: RE: St John's school bus lane

Good morning [redacted]

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit Project.

Metrolinx is an agency of the Government of Ontario. Fare revenue is used to support our operations. Detailed financial reporting is available in our Annual Reports, available here:
https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinx.com%2Fen%2Faboutus%2Fpublications%2Fannual_reports.aspx&data=04%7C01%7Clauren.wilcox%40ibigroup.com%7C7ab408d221984b210fe708d94b8482f6%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637623854772498727%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=rwQHNIoPUZJQZwJXr0APQ%2Blyt4nxQTrk1m%2F6VBeErnw%3D&reserved=0

As for project funding, Metrolinx is working on the Preliminary Design Business Case (PDBC) to identify the overall costs and benefits of the project, which will be used to support a full funding decision for the unfunded sections of the corridor.

Should you have any further questions, please don't hesitate to ask.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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-----Original Message-----
From: Newman, Deidre <newmand@whitby.ca>
Sent: July 10, 2021 12:49 PM
To: [redacted]
Cc: Internet, Council <council@whitby.ca>; John <john.rinella@dcdsb.ca>; DSBRT <DSBRT@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Lorne Coe <lorne.coe@pc.ola.org>
Subject: St John's school bus lane

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Good Afternoon [redacted]

Thank you for your note. I was pleased to meet you again at the recent outside gathering with your neighbours.

Through this communication, I will forward your note to John Rinella, Trustee of the Durham Catholic District School Board with respect to the proposed school bus parking lane for pick up and drop off; to Metrolinx with respect to your financial questions; to MPP Lorne Coe with respect to the removal of the Highway 412 Toll and to our Council office for a City Works request and a response from Staff.

I look forward to being in touch.

Best regards,

Deidre

Deidre Newman
Councillor West Ward 2
905.706.0413
newmand@whitby.ca

> On Jul 9, 2021, at 8:16 PM, [redacted] wrote:
> [EXTERNAL EMAIL]
>
>
> Hi Deidre. This is [redacted] just following up with you from our [redacted] meeting at [redacted] If a bus parking lane was added in front of the school right next to the existing side walk that would elevate a lot of traffic congestion twice a day, five days a week.
> I also had a question I forgot to ask at the meeting. So if Metrolinks is asking for funding for this project, I assume that means the taxpayers are paying for it. Where does the profits (bus fairs) go? Do they pay back the funding or just line their own pockets…. Hence, we need the 412 to be free right away so we have time to have a traffic study done.
> Thanks in advance. Regards, [redacted]
>
> Sent from my iPhone

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, July 22, 2021 4:29 PM
To: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Hi [redacted]

Thank you for your inquiry about the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Along Dundas Street from Highway 412 west to Halls Road and continuing west to the Town of Ajax, the proposed design will widen the road to add 2 centre-median bus lanes and maintain 4 lanes for general traffic (2 lanes in each direction). West of Halls Road, the project will provide a new sidewalk and cycle track on both sides of Dundas Street. East of Halls Road, the project will provide a multi-use path on both sides of Dundas, which would be shared by those walking or cycling. The traffic light will remain at the Halls Road intersection.

Yes, the proposed design is expected to fit within the right-of-way. I've copied a snippet of the design plan below, which is drawn over an aerial photo of the Halls Road intersection. The red lanes are the bus lanes, the green lanes are the cycle track or multi-use path. The sidewalk is a light grey, located outside the cycle tracks west of Halls Road.

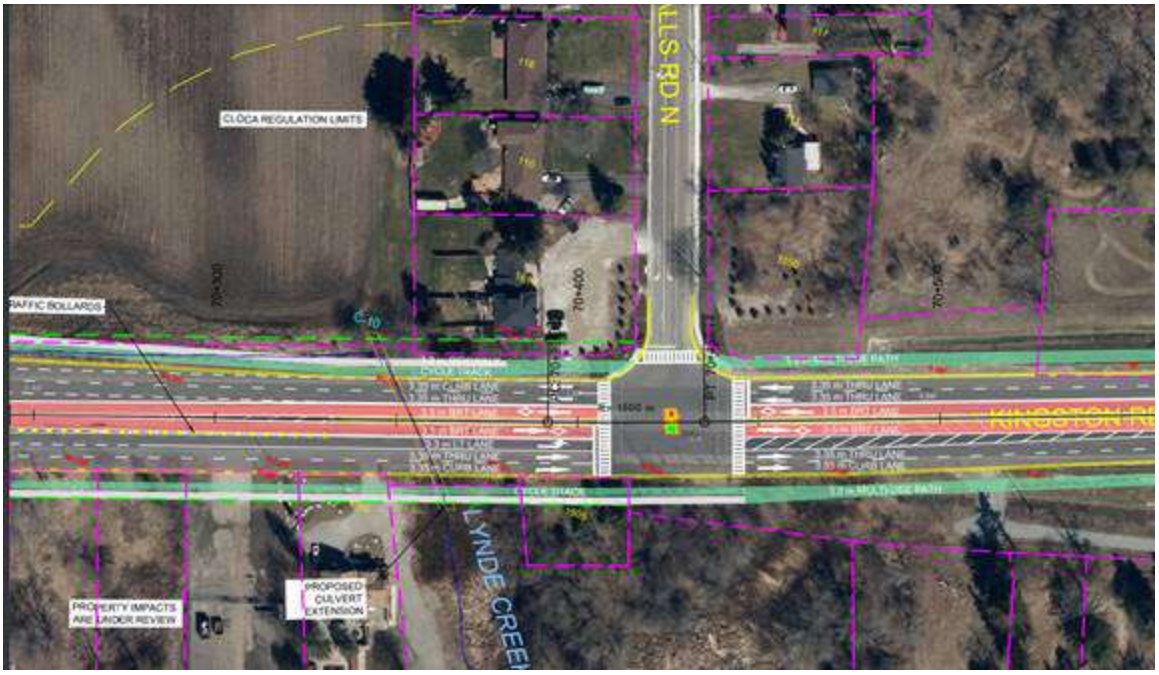
You may be interested to know that the Lynde Creek culvert, just west of Halls Road, would be extended to support the new sidewalk and cycle tracks.

We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any other questions, please let me know.

Regards,

Stephanie



From: [redacted]
Sent: Thursday, May 27, 2021 12:44 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough Bus Rapid Transit: Oshawa Open House (June 3, 2021)

Not interested in the Oshawa area, but still waiting for a response to the questions I submitted online through the previous Whitby virtual open house email notice.

[redacted]

On Thursday, May 27, 2021, 12:26:23 p.m. EDT, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Join Us For Our Upcoming Virtual Open House (Oshawa)

When it comes to building transit, we know that every decision matters for our communities and our future customers.

Join us virtually on **Thursday, June 3rd, 2021** at **6:30 p.m.** as our project experts review the preliminary design for Oshawa.

Community members can register for and attend this virtual, fully accessible event on Metrolinx Engage.

- To register, visit: https://www.metrolinxengage.com/en/dsbrtLIVEJune3

- Project update and overview to be presented.
- Ask your questions and provide feedback.

We want to answer your questions and work with you to make the DSBRT project a valued part of your community. Your input is vital to moving this important project forward.

To keep informed on upcoming public engagements, please subscribe to our Durham regional e-newsletter here, and to our project mailing list by e-mailing us at DSBRT@metrolinx.com. For more information on the DSBRT project and our previous public engagements, please visit Metrolinx Engage.

We hope you'll be able to join us.

Sincerely,

DSBRT Project Team

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[redacted]

From: Margaret Parkhill
Sent: Tuesday, July 27, 2021 5:14 PM
To: Stephanie Cardenas; Hopper, David
Cc: Kristin Demasi; Jocelyn Stenner; Marianne Alden; Lauren Wilcox
Subject: RE: Form submission from: Contact

Hi Stephanie,
As presented at previous public meetings:

Existing ridership (2018, pre-COVID) in downtown Whitby:

- 900 people use the stops between Annes and Garden daily
- Durham Region Transit carried 5,400 riders a day through the Brock Street intersection

Let me know if you need anything else, and please BCC us on the reply for the consultation record.
Thanks,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Sent: Tuesday, July 27, 2021 4:16 PM
To: Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: FW: Form submission from: Contact

Hi David and Margaret,

[redacted] responded with the question "How many transit riders passed through in 2019?"

Are you able to tell us the total volume through downtown Whitby for the year?

Thank you!

From: [redacted]
Sent: July 23, 2021 7:00 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Form submission from: Contact

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Thank you but i don't think that really answers my question.

Through downtown whitby - how many transit riders pass through in 2019.

[redacted]

On Jul 23, 2021, at 4:17 PM, DSBRT <DSBRT@metrolinx.com> wrote:

Hi [redacted]

Thank you for your inquiry on the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

The 2019 traffic and transit ridership numbers (eastbound and westbound combined) are:

- 1170 cars in the morning peak hour
- 1800 cars in the afternoon peak hour900 bus passengers in the morning peak hour

The projected 2041 traffic and transit ridership numbers (eastbound and westbound combined) are:

- 1050 cars in the morning peak hour (-10%)
- 1290 cars in the afternoon peak hour (-28%)
- 1480 bus passengers in the morning peak hour (+64%)

In addition to the local ridership increases, the degree of priority and reliability provided by the dedicated BRT lanes along the corridor are central to increasing overall ridership. Along the complete corridor we see significant ridership increases. The 2041 projected volumes indicate that the BRT lanes are carrying more people than the traffic lanes.

We have added you to the project email list. To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

If you have any other questions, please let me know.

Regards,

Stephanie

Submitted on Tuesday, June 29, 2021 - 09:23
Submitted by anonymous user: 70.48.13.24
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Whitby segment of BRT
Message: Your presentation to Whitby talks about cars through downtown per hour. I would like to hear how many riders they are forecasting through whitby per hour - now and in 2041 . All we hear is that the corridor had 3M riders in 2018. Thats not a fair comprison. Is the ridership enough to really justify this level of expenditure.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/230/submission/25510 [can01.safelinks.protection.outlook.com]

ks.protection.outlook.com]  [can01.safelinks.protection.outlook.com] Twitter [can01.safelinks.protection.outlook.com] [can01.safe

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, July 23, 2021 3:56 PM
To: [redacted]
Subject: RE: Rapid transit

H[redacted]

Thank you for getting in touch. The goal of the Durham-Scarborough Bus Rapid Transit (DSBRT) is to support local communities and daily living. The DSBRT project proposes approximately 36 kilometers of bus rapid transit infrastructure along Highway 2 and Ellesmere Road connecting Oshawa, Whitby, Ajax, Pickering and Scarborough. Once completed, the project will allow for seamless connections with local transit networks and will provide the residents of Durham Region and the City of Toronto more flexibility and choice to get where they need to go, faster and more reliably. The corridor is expected to support approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities, employment, schools, and other major destinations along Highway 2 across the Toronto and Durham Boundary. Ellesmere Road is designated as a priority transit corridor by the City of Toronto.

The preliminary design plans for the DSBRT are currently being finalized. Looking ahead through this summer, the draft Environmental Project Report (EPR) is being prepared and the Transit Project Assessment Process (TPAP), which includes a formal public consultation period, will commence. As part of the TPAP, Metrolinx will be hosting a virtual public information centre in fall 2021 to present the environmental impacts and proposed mitigation measures for the project, and gather feedback that can be incorporated into the EPR.

For more information, visit https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3.

Regards,
Carmen

From: DSBRT
Sent: July-14-21 12:44 PM
To: [redacted]
Subject: RE: Rapid transit

Hi[redacted]

My apologies for the delay in responding to your email. Thank you for your comments. I will respond back shortly.

Regards,

Carmen Rapati
Community Relations & Issues Specialist
Toronto East
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6

From: [redacted]
Sent: July-01-21 9:59 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Rapid transit

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Hello, I live [redacted] of the proposed transit route. This area is all detached homes with almost no retail. This stretch of [redacted] is used by local homeowners to go about daily living. It seems to me that Sheppard ave would be a better route ,as it more open and industrial. The route could then come down Morningside. Admittedly not as direct a route, but the impact to the area would be lessened to the proposed route.Thanks [redacted] I have lived at this address for 33 years

Sent from my Galaxy

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[redacted]

From: Margaret Parkhill
Sent: Friday, July 30, 2021 11:43 AM
To: Lauren Wilcox
Cc: Marianne Alden
Subject: FW: Cycle Toronto & Durham-Scarborough BRT

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Friday, July 23, 2021 2:22 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: RE: [redacted] & Durham-Scarborough BRT

Hi Margaret,

Thanks for passing this along.

I read it and I have no edits with the issues that I spoke to.

Talk to you soon.

[redacted]

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: July 23, 2021 13:39
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; David Phalp (David.Phalp@metrolinx.com) <David.Phalp@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Katie Wittmann <Katie.Wittmann@toronto.ca>; Becky Katz <Becky.Katz@toronto.ca>; Adrian Chiu <adrian.chiu@ibigroup.com>
Subject: RE: [redacted] & Durham-Scarborough BRT

[redacted]

[redacted]
Thank you for taking the time to meet with us to discuss the Durham-Scarborough Bus Rapid Transit project on June 1.

Attached is the presentation from the session and a meeting summary.
Please review the meeting summary and advise of any errors or omissions by July 30, 2021.
My apologies for the delay in sending this material to you.

If you have any questions, you can send them to the project team at any time at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

-----Original Appointment-----
From: Margaret Parkhill
Sent: Wednesday, May 26, 2021 5:26 PM
To: Margaret Parkhill; Kristin Demasi; Andrew Au; Allan Abrogena; Carmen Rapati; Katie Wittmann; Becky Katz; Adrian Chiu; [redacted]
Cc: Oscar A Tapia; Jocelyn Stenner; David Phalp; Hopper, David
Subject: [redacted] & Durham-Scarborough BRT
When: Tuesday, June 1, 2021 5:00 PM-6:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Proposed agenda

5:00 – 5:10 Welcome and introductions

5:10 – 5:20 Project overview

5:20 – 5:45	Preliminary design
5:45 – 5:55	Next steps
5:55 – 6:00	Closing remarks

Microsoft Teams meeting

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[redacted]

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: Friday, July 23, 2021 1:17 PM
To: Kristin Demasi; Margaret Parkhill; Marianne Alden; Lauren Wilcox
Cc: DSBRT
Subject: FW: FW: Durham buses on Ellesmere Road EML:024400278

FYI

From: TorontoEast <TorontoEast@metrolinx.com>
Sent: July-23-21 1:06 PM
To: TorontoEast <TorontoEast@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>; [redacted]
Subject: RE: FW: Durham buses on Ellesmere Road EML:024400278

Hi [redacted]

Thank you for getting in touch about the Durham Scarborough BRT Project. Here is some general information:

- -The Durham-Scarborough Bus Rapid Transit (DSBRT) project proposes approximately 36 kilometers of bus rapid transit infrastructure along Highway 2 and Ellesmere Road connecting Oshawa, Whitby, Ajax, Pickering and Scarborough. Once completed, the project will allow for seamless connections with local transit networks and will provide the residents of Durham Region and the City of Toronto more flexibility and choice to get where they need to go, faster and more reliably.

- - The corridor is expected to support approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities, employment, schools, and other major destinations along Highway 2 across the Toronto and Durham Boundary.

- -This project was identified in Metrolinx's 2041 Regional Transportation Plan and in Durham Region's Transportation Master Plan as being crucial to support the anticipated growth of Durham Region. Ellesmere Road is designated as a priority transit corridor by the City of Toronto. As outlined in the Initial Business Case (IBC) this project is expected to generate $686 million in economic benefits for the Region.

- -Metrolinx is working hard to deliver this important project and will continue to analyze refinements to the preliminary design in order to maximize transit benefits and minimize community impacts and build on what we have heard from stakeholders and the community. With our partners, we are working to deliver a project that brings both short-term and long-term benefits to the region.

Here is some information on the environmental studies:

-The draft Environmental Project Report (EPR) is underway and Notice of Commencement of the Transit Project Assessment Process (TPAP) is currently planned for summer 2021. The TPAP represents the formal consultation and documentation period (up to 120 days) prescribed in Ontario Regulation 231/08.

-In fall 2021, there will be a 30-day EPR public review period, where feedback and comments from the public and other stakeholders will be sought, followed by a 35-day Minister's review period.

-All public consultation, engagement, and correspondence to the project team over the course of the study has been used to inform the design process and will be documented in the EPR. The upcoming 'formal' consultation process is a specific requirement of the TPAP under Ontario Regulation 231/08 and will consult on existing environmental conditions, potential impacts and mitigation measures related to the project.

- Following the Minister's review period, a statement of TPAP completion will be issued to conclude the process.

Regards,

Carmen Rapati
Community Relations & Issues Specialist
Toronto East

From: [redacted]
Sent: July 9, 2021 9:26 AM
To: 'City Councillor:' <councillor_mckelvie@toronto.ca>; 'MPP:' <Vijay.Thanigasalam@pc.ola.org>
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: Durham buses on Ellesmere Road

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Absolutely no need to build bus routes along Ellesmere Road for the sake of the students that may want to live in Durham and travel to U of T Scarborough. So easy to get on the 401 for a couple of interchanges and go down Morningside to Military Trail.

The better solution to this expenditure would be to build a return route by going south on an upgraded Military Road, after the revitalisation of the Military Road and Ellesmere Road intersection, to an interchange that takes buses and cars from the end of Military Trail to Eastbound Kingston Road extension. This certainly needs to be fixed after many years of underuse onto the eastbound Kingston Road extension from the University and the rest of our area .

Simple and long overdue.

[redacted]



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[redacted]

From: Margaret Parkhill
Sent: Wednesday, July 28, 2021 5:24 PM
To: Kristin Demasi; Hopper, David; Carmen Rapati
Cc: Oscar A Tapia; David Phalp (David.Phalp@metrolinx.com); Jocelyn Stenner; Madelin Blacha; Uton Samuels; Marianne Alden; Lauren Wilcox
Subject: RE: DSBRT - Ellesmere Road Business, Information Session #3
Attachments: Durham Scarborough Bus Rapid Transit - Study info; Concern over the study that was done on Ellesmere

Importance: High

Hi Kristin, David, Carmen – please review and comment on the following response to [redacted].
Should I send the reply, or should it come from DSBRT?
Should we offer to meet with [redacted]? Andrew Au was asking about this at PWG meeting on Tuesday.
Let me know,
Margaret

~~~~~~~~~~~~~~

Hi [redacted]
Thank you for sending along the report you mentioned at the June 24 meeting.

This report is a summary of comments we heard at the first Public Information Centre. In particular, the comment you highlighted in Exhibit 6-2 is a reflection of what we heard from the public in Fall 2019.

Since Fall 2019, we have been working to meet with businesses, in groups and one-on-one, to understand the potential impacts and concerns. The project team takes all the input received and works to address the issues heard while balancing the project objectives. The input from the community must be balanced with the goals of the City of Toronto: moving people around more efficiently by implementing higher quality transit and active transportation facilities.

As discussed at our previous meetings, the biggest permanent change for businesses along Ellesmere will be the left-turn restriction for driveways. No property impacts are expected on Ellesmere from Markham Road to McCowan Road. Four lanes for traffic will be maintained along Ellesmere, two in each direction, the same as today. The DSBRT project will construct new wider sidewalks with accessibility features at intersections along Ellesmere Road. Separated cycling facilities will also be constructed along Ellesmere Road, raised to the level of sidewalks and set behind the curb. Overall, Ellesmere Road will become a complete street with more transportation options.

The next phase for the DS BRT project is detailed design phase, where there will be further opportunities to improve and refine the mitigation strategy.
Metrolinx is also committed to continue working with local business to provide support during construction.

….?

From: [redacted]
Sent: Tuesday, July 27, 2021 10:24 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; DSBRT <DSBRT@metrolinx.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>; Uton Samuels <Uton.Samuels@metrolinx.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Margie M. Galarneau
~~~~~~~~~~~~~~

<Margie.Galarneau@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; Hunter-CO, Mitzie <mhunter.mpp.co@liberal.ola.org>; [redacted]

Subject: RE: DSBRT - Ellesmere Road Business, Information Session #3
Importance: High

Hi Margaret,

Thanks for sending us the meeting summary.

During the meeting we mentioned that we had concerns on how the initial study was performed (October 2019) for the Durham Scarborough Bus Rapid Transit.
We looked at the summary report and the most concerning issues was that not enough study was done on how this long term project was going to effect the businesses, residents, schools and places of worship on Ellesmere road.

I have highlighted the 3 pages (page 12,16 and 17) that is directly effecting the business on Ellesmere road as it mentions that the it had "Failed to asses the impact on business/homes on Ellesmere road" (page 16).

We would like more clarification on the study that was done so we can understand that enough information was given to the public as well as received from the public on this study, specially from the local people of Scarborough that work, reside and do business on Ellesmere road.

Please kindly review and get back to us.

Thank you

Best regards

[redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, July 23, 2021 1:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>; Uton Samuels <Uton.Samuels@metrolinx.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Margie M. Galarneau <Margie.Galarneau@toronto.ca>; Andrew Au <Andrew.Au@toronto.ca>; Hunter-CO, Mitzie

<mhunter.mpp.co@liberal.ola.org>
Subject: RE: DSBRT - Ellesmere Road Business, Information Session #3

Thank you to all who were able to attend the Ellesmere Road Business Information Session for Durham-Scarborough Bus Rapid Transit on June 24.

Attached is the presentation from the session and a meeting summary.
Please review the meeting summary and advise of any errors or omissions by July 30, 2021.

If you have any questions, you can send them to the project team at any time at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

-----Original Appointment-----
From: Margaret Parkhill
Sent: Friday, June 18, 2021 1:14 PM
Subject: DSBRT - Ellesmere Road Business, Information Session #3
When: Thursday, June 24, 2021 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Please join us for the third business information session for Durham-Scarborough Bus Rapid Transit.
Thursday, June 24 from 11:00 a.m. to 12 noon.

The purpose of the meeting is to present the preferred preliminary design.
An information package (PDF) is attached for your review in advance of the meeting.

Due to COVID-19, the meeting will be conducted virtually. Please join using the Microsoft Teams link below or dial in using your phone.

You can review project material from previous rounds of public consultation at: www.metrolinxengage.com/dsbrt
If you have any questions, you can send them to the project team before the meeting at dsbrt@metrolinx.com.

Regards,
Margaret Parkhill, P. Eng.
IBI Group

Microsoft Teams meeting

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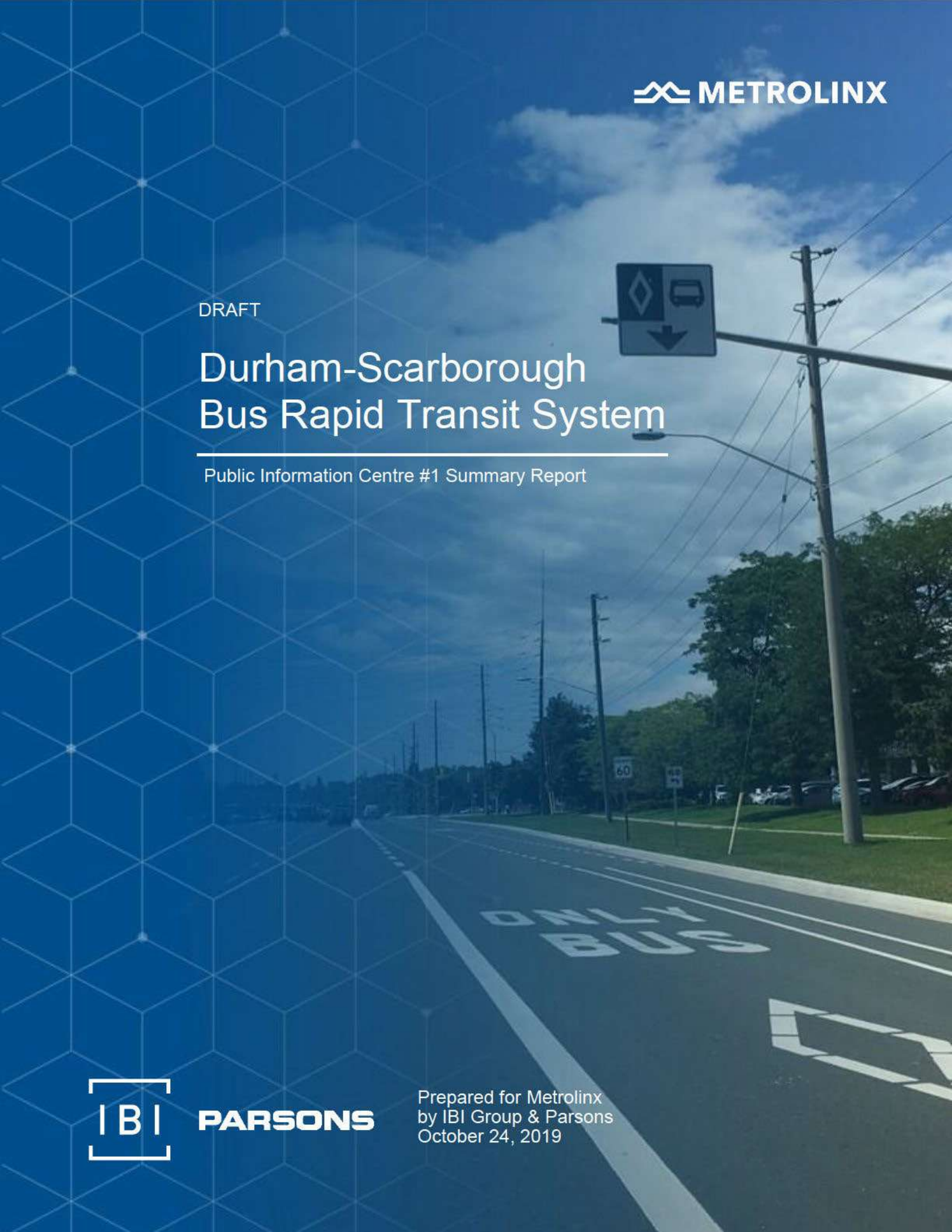
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Durham-Scarborough Bus Rapid Transit System

Public Information Centre #1 Summary Report



IBI PARSONS

Prepared for Metrolinx
by IBI Group & Parsons
October 24, 2019

Document Control Page

CLIENT:	Metrolinx
PROJECT NAME:	Durham Scarborough Bus Rapid Transit
REPORT TITLE:	Durham-Scarborough Bus Rapid Transit System
IBI REFERENCE:	119887
VERSION:	
DIGITAL MASTER:	J:\119887_Mx_DS_BRT\5.0 Design (Work) Phase\Consultation\PIC #1\Summary
ORIGINATOR:	Anna Levytska
REVIEWER:	Hailey McWilliam, Margaret Parkhill
AUTHORIZATION:	Margaret Parkhill
CIRCULATION LIST:	
HISTORY:	Version 1.0

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1 Introduction

Metrolinx, an agency of the Province of Ontario, is working to transform the way the region moves by building a fast, convenient and integrated transit network. Part of this plan is to bring more frequent and reliable transit service, known as Durham-Scarborough Bus Rapid Transit, along the Highway 2 and Ellesmere Road corridor (**Exhibit 1-1**).

The Durham-Scarborough Bus Rapid Transit project was identified as a priority development project in Metrolinx's 2041 Regional Transportation Plan, and is an important component of the 2041 Frequent Rapid Transit Network. Metrolinx is working with Durham Region, Durham Region Transit, City of Toronto and the Toronto Transit Commission on the next stages of the project, which includes a Preliminary Design Business Case and a Transit Project Assessment Process.

The Transit Project Assessment Process is a streamlined environmental assessment process that is specific to transit projects under Ontario Regulation 231/08. The Transit Project Assessment Process includes a pre-planning phase followed by a formal 120-day consultation period. To engage with interested persons along this diverse corridor, events will be held in each local municipality within the study area during the four rounds of Public Information Centres that are planned. Three rounds are planned prior to the start of Transit Project Assessment Process, and one round is planned during the process. This report summarizes Public Information Centre #1, held in June and September 2019.

The purpose of Public Information Centre #1 was to introduce the Durham-Scarborough Bus Rapid Transit project to the public and present the findings of previous studies. The Public Information Centre was also held to obtain feedback on the proposed scope of planned technical studies and the "pinch point" locations, which are constrained areas along the corridor.

Exhibit 1-1: Study Area Map



2 Event Information

Public Information Centre #1 consisted of six events. In June 2019, four events were held in the following municipalities in Durham Region: City of Pickering, Town of Ajax, Town of Whitby and the City of Oshawa. In September 2019, two events were held in Scarborough. Details on the times and locations of the events are included in **Exhibit 2-1**:

Exhibit 2-1: Dates and Times of Public Information Centre #1

Pickering Thursday, June 6, 2019 6 p.m. to 8 p.m. Pickering Recreation Complex, East Salon	**Ajax** Tuesday, June 11, 2019 6 p.m. to 8 p.m. McLean Community Centre, Community Hall
Oshawa Wednesday, June 12, 2019 12 p.m. to 2 p.m. Civic Recreation Complex, Bobby Orr Room (moved to lobby)	**Whitby** Wednesday, June 12, 2019 7 p.m. to 9 p.m. Anderson Collegiate Vocational Institute, gymnasium
Scarborough Thursday, September 26, 2019 3:30 to 5:30 p.m. and 6:30 to 8:30 p.m. The Meeting Place, Science Wing (S-Wing) University of Toronto Scarborough Campus	

3 Notification of Public Information Centre #1

A number of methods were used to notify the public, stakeholders and Indigenous communities of the Public Information Centre, including mailouts, emails, newspaper advertisements, online notices, word of mouth, and posters. The formal Notice of Public Information Centre is provided in **Appendix A**. A full list of the organizations that were notified of Public Information Centre #1 is provided in **Appendix B.**

Details of the notifications for the Public Information Centre events in Durham Region in June are as follows:

- The Notice of Public Information Centre was mailed to 949 property owners within 30 metres of the study corridor on May 21, 2019 (**Appendix A**).
- The Notice of Public Information Centre was emailed to 10 Indigenous communities on May 30, 2019.
- The Notice of Public Information Centre was advertised in five local newspapers in two consecutive publications prior to the Public Information Centre (**Appendix C**):
  - Ajax-Pickering News Advertiser – May 23 and May 30, 2019 publications
  - Whitby This Week – May 23 and May 30, 2019 publications
  - Oshawa This Week – May 23 and May 30, 2019 publications
  - Oshawa Express – May 23 and May 30, 2019 publications
  - Oshawa Durham Central – May 27 and June 3, 2019 publications
- Public Information Centre event details were available on the project website (https://www.metrolinxengage.com/en/content/get-involved), which went live on June 6, 2019 (**Appendix A**).
- Stakeholders that attended the Stakeholder Advisory Group, Technical Advisory Group and Municipal Technical Advisory Group meetings held on June 5 and June 6, 2019, were informed of the upcoming Public Information Centres (**Appendix B**).
- The Notice of Public Information Centre was posted at Pickering, Ajax, Whitby, and Oshawa GO stations to inform transit riders of Public Information Centre #1.
- The Notice of the Public Information Centre was sent out to Subscriber Email to GO Routes 52, 90, 92 and 96.
- Information on the Public Information Centres were tweeted out by GO Transit @GOTransitBus.

Details of the notifications for the Public Information Centre events held in Scarborough in September are as follows:

- The Notice of Public Information Centre was mailed to 1,936 property owners within 30 metres of the study corridor on September 9, 2019 (**Appendix A**).
- The Notice of Public Information Centre was advertised in one local newspaper in two consecutive publications prior to the Public Information Centre (**Appendix C**):
  - Scarborough Mirror – September 12 and September 19, 2019 publications
- Public Information Centre event details were posted on the project website (https://www.metrolinxengage.com/en/content/get-involved) on September 8, 2019.
- Stakeholders that attended the Scarborough Stakeholder Advisory Group meeting held on August 26, 2019, were informed of the Public Information Centre.
- The Notice of the Public Information Centre was sent out to Subscriber Email to GO Routes 52, 90, 92 and 96.
- Information on the Public Information Centres were tweeted out by GO Transit @GOTransitBus.

4 Information Presented

The same information was presented at all six Public Information Centre events. Information was presented on 26 display boards. Printed copies of the Initial Business Case were also available for review.

The display boards were organized in a manner which effectively presented project information. The boards listed in **Exhibit 4-1** were on display at the six events and are provided in **Appendix D**. Display boards were posted on the project website on June 6, 2019. Boards that had interactive components are indicated with an asterisk.

Exhibit 4-1: Public Information Centre #1 Display Boards

1. Live, Work, Attend School Map*	14. BRT Lane Options
2. Title Board	15. BRT Vehicles and Stops
3. Board Categories	16. Accessing Centre Median Stops
4. What is the Durham-Scarborough BRT?	17. Study Process
5. Durham-Scarborough Bus Rapid Transit Corridor Map	18. What is Preliminary Design?
6. Study Area #1*	19. Pinch Points Along the Corridor #1
7. Study Area #2*	20. Pinch Points Along the Corridor #2
8. Study Area #3*	21. Pinch Points Along the Corridor #3
9. Project Timeline	22. West and East Ends of the Corridor
10. Initial Business Case Findings	23. Draft Evaluation Criteria
11. Initial Business Case Recommended Option Map	24. Construction and Deliverability
12. Initial Business Case Recommended Option Information	25. Environmental Studies
13. What Is Bus Rapid Transit?	26. Providing Feedback and Next Steps

*Interactive display board.

5 Participation

5.1 Durham Region Events

In June 2019, a total of 21 individuals signed in at the four Public Information Centre events. An estimated additional 11 individuals attended the Public Information Centre and interacted with members of the project team. Durham Regional Councillor, Steve Yamada, and Whitby West Ward 2 Councillor, Deidre Newman, attended the event held in Whitby.

The project team members that attended the Public Information Centre #1 events in Durham Region are listed below:

- Metrolinx: Meghan Bratt, Lee Caragiale, Kristin Demasi, Kimberly Murphy, Carrie Sheaffer, Piruthuvi Thurairajah, Darcy Wiltshire
- Durham Region: David Dunn, Viji Mathi
- Durham Region Transit: Michael Binetti, Jack Phelan
- Parsons: Gus Garron, Hangfei Gu, David Hopper, Holly Kerslake
- IBI Group: Anna Levytska, Hailey McWilliam, Margaret Parkhill, Suzette Shiu

Exhibit 5-1: Whitby Public Information Centre Event



An interactive map was placed near the entrance of each event to attract participants. Upon arrival, attendees were encouraged to indicate where they live, work, and/or attend school by placing dots on a map of the study area (**Exhibit 5-2**). The purpose of the map was to provide an engaging exercise and

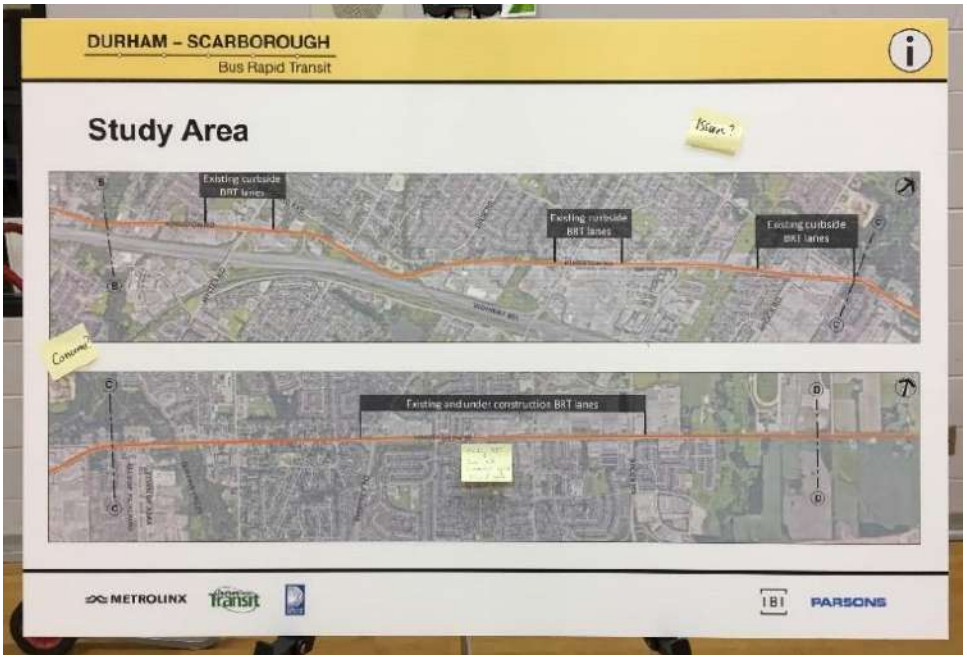
to gain an understanding of where participants travel to and from. Many participants indicated that they live in Durham Region and commute to downtown Toronto for work, which represents the small cluster of yellow dots outside of the map boundary.

Other interactive boards included three study area display boards, which were designed to obtain feedback from the public through the use of sticky notes. Project team members encouraged attendees add sticky notes to indicate areas of opportunity or concern along the proposed Bus Rapid Transit route (**Exhibit 5-3**).

Exhibit 5-2: Live, Work, Attend School Map after June 12, 2019



Exhibit 5-3: Interactive Study Area Boards



5.2 City of Toronto – Scarborough Event

In September 2019, a total of 32 individuals signed in at the Public Information Centre. An estimated additional 20 individuals learned about the project by interacting with members of the project team. Ward 24 Scarborough-Guildwood Councillor, Paul Ainslie, also attended the Public Information Centre.

The project team members that attended the Public Information Centre #1 events in Scarborough are listed below:

- Metrolinx: Kristin Demasi, Carmen Rapati, Rakesh Shreewastav, Piruthuvi Thurairajah, Darcy Wiltshire
- City of Toronto: Ben Morell
- Toronto Transit Commission: Dominic Ho
- Parsons: Gus Garron, Holly Kerslake
- IBI Group: Anna Levytska, Hailey McWilliam, Margaret Parkhill

Project postcards (**Appendix E**) were handed out to members of the public that passed by the event. The postcards contained project information and a link to the project website to learn more about the project.

Exhibit 5-4: Scarborough Public Information Centre Event



Similar to the Public Information Centre events held in Durham Region, an interactive map was placed near the sign-in table to attract participants. The same map was used and dots were layered on top of those gathered at the events in Durham Region. A number of blue and yellow dots were placed around the University of Toronto Scarborough Campus, which illustrated that numerous participants attend school and work in the area (**Exhibit 5-5**). Overall, the dots showed that many attendees live in Durham Region and commute to University of Toronto Scarborough Campus.

The three interactive study area display boards were available to obtain feedback from the public. Project team members encouraged attendees to add sticky notes to indicate areas of opportunity or concern along the corridor (**Exhibit 5-6**).

Exhibit 5-5: Live, Work, Attend School Map after September 26, 2019

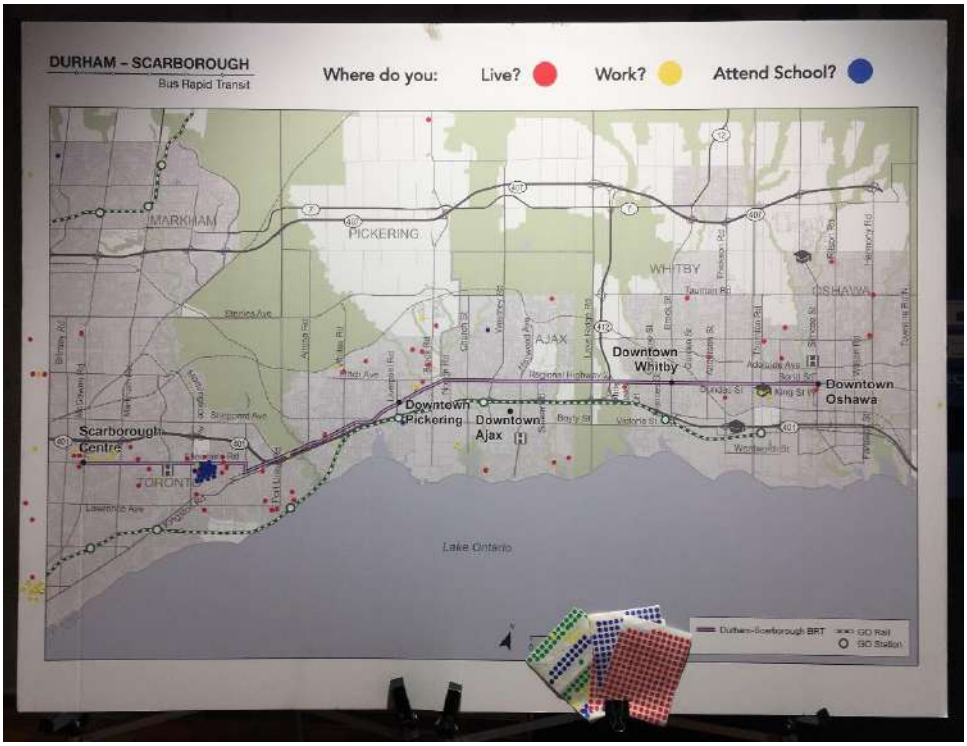
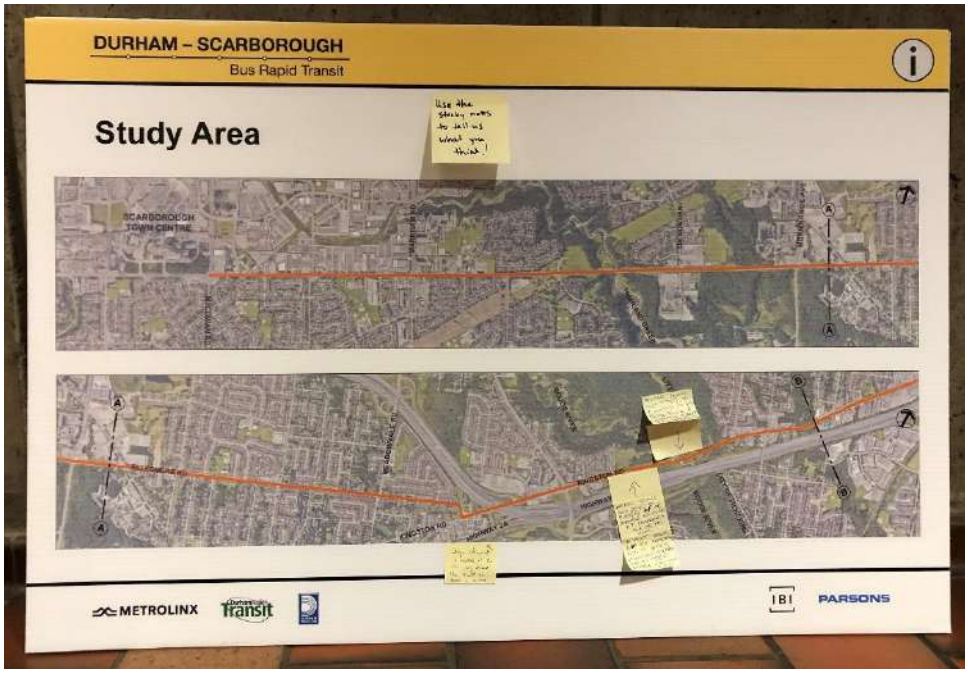


Exhibit 5-6: Interactive Study Area Boards



6 Comments from the Public

Participants were encouraged to submit comments to the project team by filling out comment sheets that were provided at the sign-in table. Those who provided contact information, and identified that they would like to receive project updates, were added to the project mailing list.

In total, four comment sheets were submitted during the Public Information Centre events; one in June and three in September. Comments from the Durham Region and Scarborough events are summarized in **Exhibit 6-1** and **Exhibit 6-2**, respectively. The comment sheets are included in **Appendix F.** The June comment period extended from June 6 to June 27, 2019. The September comment period started September 26 and concluded October 10, 2019.

Exhibit 6-1: Summary of Comments from Durham Region Events

WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?
• Durham Region Transit connections are not well-timed; i.e. Westney Road from Kingston Road • Need smaller buses and grid route transit
WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• Westney Road and Harwood Avenue and Church Street
WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• Excellent
WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?
• No comments received
IF YOU COULD ADD A STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?
• No comments received
WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?
• No comments received
GENERAL COMMENTS
• No comments received

Exhibit 6-2: Summary of Comments from Scarborough Events

WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?
• No comments received
WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• No comments received
WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• West of Orton Park Road, widen road to 7 lanes with 2 through and 1 centre left lane in each direction. Use the curb lanes for HOV.
WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?
• Failed to assess impact on businesses/homes on Ellesmere Road
IF YOU COULD ADD A STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?
• Thickson Road and Dundas Street (Whitby) – major intersection
WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?
• Emailing updates and timelines
GENERAL COMMENTS
• More 9S buses (Bellamy route) • Improve University of Toronto Scarborough Campus (UTSC) transit • Beyond the Highway 2 corridor between Oshawa – UTSC, DRT needs to expand reach of service and improve infrastructure to make transit use more efficient. Increase frequency on bus routes from GO stations to residential areas to avoid reliance on auto use • Live updates on bus times via text, app, etc. • Impact on businesses, places of worship, and residences on Ellesmere Road west of Orton Park Road have not been considered • Use Grangeway Avenue – Bushby Drive to avoid McCowan Road and Ellesmere Road intersection

7 Online Survey

Stakeholders and members of the public that were unable to attend the Public Information Centre were encouraged to complete a survey available on the project website (https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-survey-1). The survey opened on June 6 and closed October 18, 2019. All responses received are summarized in **Exhibit 7-1**. A total of 63 surveys were received and a full record of responses is included in **Appendix G**.

Exhibit 7-1: Summary of Online Survey Responses

WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?
• The statement is accurate, as higher order transit is needed to serve development. (8 comments) • Make Ellesmere Road 7 lanes with curbside bus lanes and a centre turn lane. (3 comments) • The statement should address increased traffic congestion along the corridor as a result of the growing population and address the needs of the growing number of senior citizens (2 comments). • Designated centre lanes for the BRT route would have negative impacts on residents and businesses along the corridor by restricting access (2 comments). • Suggestion to use LRT technology (2 comments) • Consider delays where the BRT transitions from centre lane to curbside. • Suggestion to improve GO service. • Focus on moving people in the city before trying to bring more people in.

WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
Ellesmere Road • Traffic congestion along Ellesmere would increase during the project construction. Consider widening the road to prevent additional congestion. (3 comments) • Access restrictions along this portion of the corridor should be avoided. (1 comment)

Downtown Whitby

- Dundas Street may require queue jump lanes at Brock Street to prevent delays.
- Consider left-turn lanes to prevent queues.
- On-street parking along Dundas Street constrains two lanes into one for local traffic.

Downtown Oshawa

- Need a system that will connect to Toronto in an efficient way.
- The Thornton Road stop does not feel safe due to lack of lighting.

WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?

West End

- The intersection of Ellesmere Road and McCowan Road is one of the busiest in the City of Toronto. Consider using alternate routes. (8 comments)
- Integrate transit options by adding an underground connection to the subway stop. Make sure safety measures are taken into account. (3 comments)
- Engage businesses and residents to avoid impacts. (2 comments)
- Support all modes of transportation. (2 comments)
- Avoid impacts to natural features like the Frank Faubert Woodlot.
- There is no space in the Scarborough bus terminal for PULSE buses.
- Buses should run curbside.

East End

- Add active transportation infrastructure to improve safety (2 comments)
- Consider future development in traffic projections.
- Consider implementing a monorail or bullet train on Taunton Road.
- Extend route further east to Mary Street or Centre Street to increase access to downtown core.

WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?
• Supportive of the criteria. (5 comments) • Consider business impacts when restricting access. Consult with business owners to develop an optimal solution. (3 comments) • Improvements to surrounding facilities, roads and infrastructure should be planned comprehensively and be able to support long-term growth. (2 comments) • Consider impacts on existing residents and transit users (2 comments) • Invest in green energy; replace the diesel fleet gradually with hybrid electric buses. • What does goods movement have to do with an improved public transit corridor?

8 Other Comments

Members of the public were able to provide input by emailing the project team. In total, seven emails were received; one during the Durham Region comment period, and six during the Scarborough comment period. Emails generally identified concerns about potential business impacts related to changes in access, or requested additional details regarding a specific property. Five emails requested a 7-lane cross-section east of Brimley Road along Ellesmere Road. A full record of emails received and their responses is available in **Appendix H**.

9 Key Findings

Overall, the feedback received at the Public Information Centre events showed that the public was generally supportive of the project and interested in learning more about potential benefits and impacts as the project progresses. Most input was received through one-on-one discussions with project team members at the events and through the online survey.

The public was generally aware of the existing Durham Region Transit PULSE service and was supportive of the recent road reconstruction that has taken place on Kingston Road to implement curbside bus-only lanes. Other opportunities and concerns that were identified through written comments and discussions with staff are listed below.

Opportunities to:

- Improve transit reliability and connections and encourage more people to take transit.
- Improve the local and regional active transportation network by implementing facilities along the corridor to fill in existing gaps.
- Improve the public realm along the corridor.
- Have a positive impact on the environment through the reduction of traffic congestion and greenhouse gases.
- Improve connections to existing major trip generators within Durham Region and Scarborough.

Concerns about:

- Potential duplication of service with the Lakeshore East GO train corridor located south of the BRT corridor.
- Potential increase in traffic congestion.
- Left-turn and access restrictions due to medians.
- Potential business impacts including truck access.
- Impacts to surrounding neighbourhoods.

10 Summary

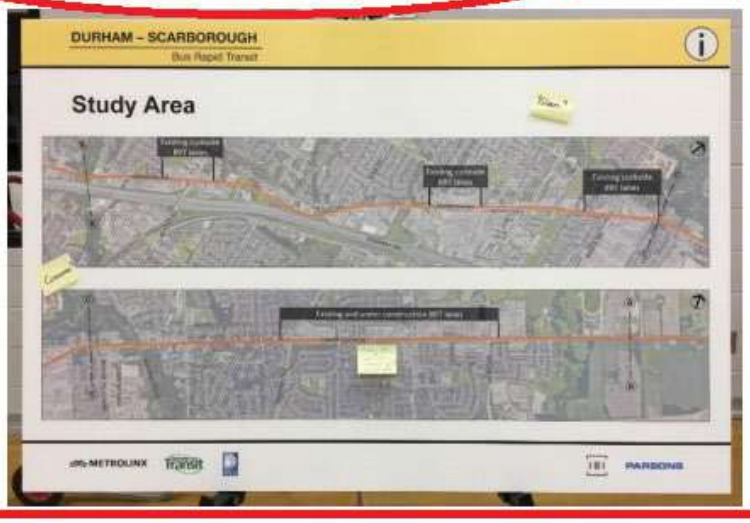
Members of the public generally attended Public Information Centre #1 to learn more about the project, including information on Bus Rapid Transit technology and the route, or about potential property impacts.

Input was received through one-on-one discussions with project team members during the events and through the 63 online surveys and seven emails that were received. The public identified a number of opportunities associated with the project, including improving the active transportation network, enhancing the public realm, and improving transit reliability and service. Concerns were raised related to the potential impact to traffic, business impacts, and potential duplication of transit service. The interactive map provided some understanding of where attendees live, work, and attend school in the study area.

The project team will continue to seek opportunities to obtain feedback throughout the study and improve engagement with key stakeholders and the public.

IBI GROUP PUBLIC INFORMATION CENTRE #1 SUMMARY
DURHAM-SCARBOROUGH BUS RAPID TRANSIT SYSTEM
Prepared for Metrolinx

Exhibit 5-3: Interactive Study Area Boards



5.2 City of Toronto – Scarborough Event

In September 2019, a total of 32 individuals signed in at the Public Information Centre. An estimated additional 20 individuals learned about the project by interacting with members of the project team. Ward 24 Scarborough-Guildwood Councillor, Paul Ainslie, also attended the Public Information Centre.

The project team members that attended the Public Information Centre #1 events in Scarborough are listed below:

- Metrolinx: Kristin Demasi, Carmen Rapati, Rakesh Shreewastav, Piruthuvi Thurairajah, Darcy Wiltshire
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- Toronto Transit Commission: Dominic Ho
- Parsons: Gus Garron, Holly Kerslake
- IBI Group: Anna Levytska, Hailey McWilliam, Margaret Parkhill

Project postcards (**Appendix E**) were handed out to members of the public that passed by the event. The postcards contained project information and a link to the project website to learn more about the project.

Exhibit 6-2: Summary of Comments from Scarborough Events

WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?
• No comments received
WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• No comments received
WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
• West of Orton Park Road, widen road to 7 lanes with 2 through and 1 centre left lane in each direction. Use the curb lanes for HOV.
WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?
• Failed to assess impact on businesses/homes on Ellesmere Road
IF YOU COULD ADD A STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?
• Thickson Road and Dundas Street (Whitby) – major intersection
WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?
• Emailing updates and timelines
GENERAL COMMENTS
• More 9S buses (Bellamy route)
• Improve University of Toronto Scarborough Campus (UTSC) transit
• Beyond the Highway 2 corridor between Oshawa – UTSC, DRT needs to expand reach of service and improve infrastructure to make transit use more efficient. Increase frequency on bus routes from GO stations to residential areas to avoid reliance on auto use
• Live updates on bus times via text, app, etc.
• Impact on businesses, places of worship, and residences on Ellesmere Road west of Orton Park Road have not been considered
• Use Grangeway Avenue – Bushby Drive to avoid McCowan Road and Ellesmere Road intersection

7 Online Survey

Stakeholders and members of the public that were unable to attend the Public Information Centre were encouraged to complete a survey available on the project website (https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-survey-1). The survey opened on June 6 and closed October 18, 2019. All responses received are summarized in **Exhibit 7-1**. A total of 63 surveys were received and a full record of responses is included in **Appendix G**.

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• Designated centre lanes for the BRT route would have negative impacts on residents and businesses along the corridor by restricting access (2 comments).
• Suggestion to use LRT technology (2 comments)
• Consider delays where the BRT transitions from centre lane to curbside.
• Suggestion to improve GO service.
• Focus on moving people in the city before trying to bring more people in.

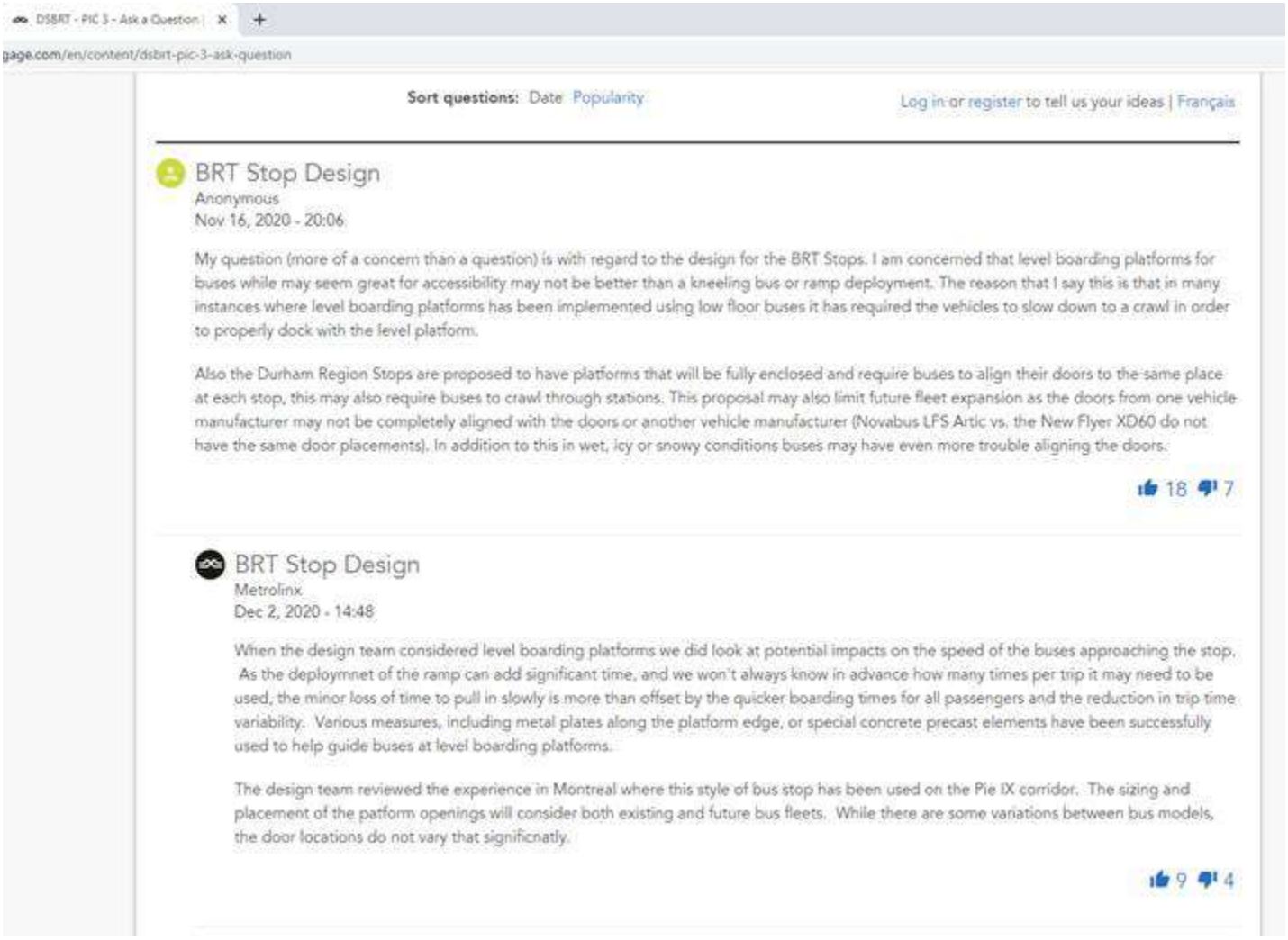
WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?
Ellesmere Road
• Traffic congestion along Ellesmere would increase during the project construction. Consider widening the road to prevent additional congestion. (3 comments)
• Access restrictions along this portion of the corridor should be avoided. (1 comment)

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, July 28, 2021 9:55 AM
To: [redacted]
Subject: Metrolinx Engage

Hello [redacted]

Firstly apologies for the delayed response on this. I am reaching out to confirm the following comment (below) made on Metrolinx Engage during Public Information Centre #3 was removed, per your request.



Please let us know if you require any further information on the Durham-Scarborough Bus Rapid Transit project.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Durham regional e-newsletter. For more information on the DSBRT project and previous public engagements, please visit Metrolinx Engage.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: Margaret Parkhill
Sent: Friday, August 27, 2021 12:35 PM
To: Yash Kulshreshtha
Cc: Marianne Alden
Subject: FW: Metrolinx Ellesmere Busway

Follow Up Flag: Follow up
Flag Status: Completed

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, August 27, 2021 12:25 PM
To: [redacted] DSBRT <DSBRT@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted] Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; councillor_thompson@toronto.ca; councillor_mckelvie@toronto.ca; vijay.thanigasalamco@pc.ola.org; yourlawyer@bellnet.ca; votecarmenwilson@gmail.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted] Busway

Hi [redacted]

The project team is preparing responses to your questions and will send via email separately.
Yes the notifications for the upcoming public information centre that will be sent will be sent to businesses and residents. We are still determining how best to distribute.

We look forward to meeting you on site on Tuesday morning so you can walk us through your concerns in person. We would also like to follow this site meeting up with a bigger virtual meeting to go through some material in more detail.

Thank you and have a good weekend
Kristin

From: [redacted]
Sent: August-26-21 5:15 PM

To: DSBRT <DSBRT@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; glenn@aldgategroup.com; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; councillor_thompson@toronto.ca; councillor_mckelvie@toronto.ca; vijay.thanigasalamco@pc.ola.org; yourlawyer@bellnet.ca; votecarmenwilson@gmail.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted] Busway

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Kristin

Thank you for getting back to me.

I have been writing to Metrolinx and the City Planners for weeks now, and have not received any answers to my comments and questions as of this date. Is there a time table that requests for information be answered?
Or is ignoring long paying tax payers the norm?
I have been paying taxes to all governments for over 45 years and for the past 35 years has helped create a company that pays Millions of dollars a year in taxes, so why can't I get a reply to basic questions.

In your short reply you mention that you will be sending out a post card, to residents beyond the 30 (100 feet) meter radius to ensure everyone who may have an interest in the project can have their voice heard, like I asked for.
How do you determine who might have a interest in the project? Will this include businesses? Will this include all of Scarborough/Guildwood residents and M1H postal codes?

Why is Metrolinx still planning to do virtual meetings? Virtual meetings are controlled and don't let everyone have their say. Everyone should have a clear understanding as to what is going to effect them for the years to come. In our last meeting, Metrolinx gave us a one hour time limit, and they use up most of the time promoting this terrible project and we get a few minutes to say how wrong it is. I guess that works for Metrolinx.

Please don't use the excuse that it has to be a virtual meeting because of Covid-19. Arrangements to have a safe mask to mask meeting in a large facility or open air grounds somewhere in Scarborough should not be that difficult to arrange. To be fair, equal time should be allotted to all parties for and against this proposal. All meetings should be held in an open forum . **If you still see that being a problem than all meetings including the Transit Project Assessment Process (TPAP) and all voting should be put on standby till open meetings can be held.** Is Metrolinx willing to do that so everyone is heard? I think I know the answer to that, but would like to hear it from Metrolinx. it is most evident that they just want to ramrod this project through with out doing it in a fair and open/transparent way.

I remember some one mentioning about a meeting , not sure it was David Phalp but I requested my questions at that time to be answered before a meeting. Nothing came of it.
We need answers to my questions before any meeting can be held. Please have someone sit down and spend some time to answer all my comments and questions and stop avoiding the realities of our concerns.

You timely and productive response would be appreciated.

[redacted]

[redacted]

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: August 25, 2021 10:32 AM
To: [redacted] 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' [redacted]
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

Hi [redacted]

Thank you for your email.

As a requirement of the Transit Project Assessment Process (TPAP), Metrolinx will be sending a Notice of Commencement to all residents within 30 meters of the proposed corridor to begin the formal environmental assessment period for the Durham-Scarborough BRT.

We've heard the community clearly, and will be sending out a post card to residents beyond the 30 meter radius to ensure everyone who may have an interest in this project, has an opportunity to have their voice heard during our upcoming public information centre (fall 2021). We are still determining the date(s) and refining structure of this virtual engagement, but we will be having a live portion for people to participate and ask questions to the project team.

Our dedicated Community Engagement team has developed an engagement strategy to further bolster awareness and understanding of the Durham-Scarborough Bus Rapid Transit project in the community, and will be working on outreach initiatives ahead of the TPAP commencement.

My colleague David Phalp reached out to you to organise a meeting with you and your staff to discuss your concerns and provide more information about the project. We will follow up again with a separate email to organise a date and time that works.

Kind regards,

Kristin

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

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From: [redacted]
Sent: August-17-21 4:06 PM
To: 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted]
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

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Good afternoon Mr. Andrew Au

It has been over a week and I have not heard anything from yourself , any city planners or Metrolinx. (crickets)

Since no one has answered any of my questions and comments I will add some more.

I would like to know how many city planners and employees of Metrolinx have lived or live in Scarborough/Guildwood and for how long?

I have worked in Scarborough/Guildwood at the corner of Ellesmere Rd. and Markham Rd. for over 33 years, so I know the happenings around the area probably better than most.

We don't understand why Metrolinx only sent out the required notices (**30 meters or less than 100 feet**) of the corridor, so that means 99.9% of the residents in Scarborough/Guildwood were not notified and know nothing about the disaster that is coming their way.

If Metrolinx and the city planners were so confident that the majority of the residents were in favor of this project why wouldn't they want **all** to know about it? You spend a ton of tax payers money on all these pretty pictures why don't you Show them to the people?

What we are hearing is that most people are in disbelief when they hear what is being planned for the neighborhood, and can't believe that no notice was sent out to them and no public meetings are being held.

Andrew, are public meetings going to be held ?

Are the good people of Scarborough/Guildwood going to have their voices heard?

When would these meetings be held? The residents and business owners want to know dates and locations. Will notices of theses dates be sent to the community and businesses of Scarborough/Guildwood or just 100 feet off of Ellesmere?

Andrew, it has been brought to my attention that thousands of condo units are about to come aboard on Markham Road, the ME condos at Panted Post, the Global Kingdom Church, 1221 Markham Rd . Recently I had noticed an application for zoning change(which you would have to walk into too see) at the corner of Markham and Ellesmere (1125-1137 Markham Rd. and 2141 Ellesmere Rd) This application calls for over 1,040 residences , 16 Townhouses and some commercial space.

They are only providing parking for residents and the commercial spaces in the amount of 1,006 cars, so that is 34 short for the residents and no one can have two cars. Where are the visitors and commercial clients going to park? All the bike riders will have plenty of parking spaces as they will have 846 bike parking spaces. This is great for city planners that believe everyone should be riding bikes even through the winter months. What a joke. I hope the planners know that developers put that into their proposals not because they believe that it is a reality, but if they don't the city would give them a harder time with the rezoning.

Are all these condos and the impact of all these extra vehicles even being considered in your proposal? I don't see it anywhere. Oh yes, no true traffic studies are being done. Is that correct?

Andrew it seems that any questions and comments I make seem to be fall on deaf ears. Are they too hard to answer? Are they not relevant? Am I just a small cog in Metrolinx big plans to be answered? Doesn't the community and the businesses of Scarborough/Guildwood have the right to know what mess is coming to their lives and livelihoods?

It is a shame that the city is going along with Metrolinx to create such a long lasting impact on the community, without even getting the residents involved in the process.

Covid has had such a devastating impact on all our lives and has taken its toll on the people in the neighborhood. Why would you want to add this to their headaches?

If you think someone from the city planners or and Metrolinx would be able to get back to me with answers to my questions and comments from this and my previous email over a week ago, that would be appreciated.

Yours Truly

[redacted]

From: [redacted]
Sent: August 9, 2021 11:35 AM
To: 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted]
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; 'mhunter.mpp.co@liberal.ola.org' <mhunter.mpp.co@liberal.ola.org>; 'premier@ontario.ca' <premier@ontario.ca>; 'john.mckay@parl.gc.ca' <john.mckay@parl.gc.ca>; 'caroline.mulroneyco@pc.ola.org' <caroline.mulroneyco@pc.ola.org>; 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

Good Morning Mr. Andrew Au

Thank you for getting back to us.

In your email to me you state that I must be aware that city staff is working closely with Metrolinx on the design, but my concern is how closely? It has come to our attention that everything that Metrolinx proposes City staff is agreeing with.

Are you aware that Metrolinx proposal will cause many businesses to shut down or relocate?

Are you aware that these drastic changes will cause undue hardship to the daily lives of citizens of Scarborough/Guildwood?

We are all very surprised that the city planners don't see any problems with the Markham Rd. and Ellesmere Rd. intersection. When you are eliminating left hand turns to most driveways in and out on Ellesmere and force more cars and trucks to make left hand turns and U turns at a major intersection, you should be able to have studies done that would predict the outcome. This is not well thought out. Also forcing large trucks down to Progress Ave. and on to Markham Rd. so they can enter Ellesmere properties is a crazy idea. Forcing them to make right hand turns into crowded intersections to get back onto Ellesmere is another bright idea that could have severe consequences. By adding more vehicles to turn left and making U-turns at an already heavily populated intersection with vehicles and pedestrians is a big problem waiting to happen.

Let me paint a picture if you don't see it:

A bus is at the centre lane, people are at the intersection wanting to get on the bus but the light is red so they can't cross and they see the advance turn light for the vehicles are not letting the vehicles advance straight through the intersection so they figure I can make it before oncoming traffic comes, but they don't realize that cars are making U turns and might not see them. I think that somewhat sums it up.

We believe that having many more vehicles making left hand turns and U turns at this busy intersection will make it **the number one intersection in the city for accidents and fatalities**.

Come on planners, let's be reasonable. Unless you or Metrolinx plan to have a Crossing Guard at every corner it will NOT be safe. No matter how much Metrolinx says it will be.

In the meeting on June 4 2021, MPP Mitzie Hunter requested a traffic study be done for Markham Rd and Progress Ave., and the response was: *"Ashma from councillor Ainslie's office will speak to City Of Toronto Transportation Planning staff to see if a study of the INTERSECTIONS of Markham Rd. and Progress Ave. can be performed."*

We can't understand why councillor Ainslie's staff has to ask The City Of Toronto Transportation Planning department if a study can be done and why did the scope change from Markham Rd. and Progress Ave. to just the intersections.

The community and business owners believe that all roads, Markham, Progress and Ellesmere, should be included in traffic studies, and ALL studies should be conducted after the Covid-19 situation is behind us and Schools, Colleges , Universities and Businesses
are at least 95% back to normal. This would provide a more accurate study. We would also like to know who does the traffic studies and who sets the agenda for the traffic studies? As of today I have not heard of any traffic studies being planned.

All decisions and/or voting should not take place until all the community of Scarborough/Guildwood are all informed. All citizens should have the opportunity meet with our politicians (Federal, Provincial and municipal) and the Minister of Transportation along with Metrolinx, to voice our opinions. These meeting should take place in a few open hall settings.

This would be the only fair and honest way to proceed, instead of Metrolinx and city planners pushing it through **(as it seems to be, nice and quietly under the radar of most). Most residents and Business owners are not even aware of what is planned and being voted on.**

Andrew you mentioned in your email on Aug 4,2021 that in the virtual meeting on June 4,2021 city staff have identified an opportunity for a signalized access on Markham Rd. Please note that it does not show up in the summary of the meeting produced by Metrolinx and we have found that many of the ideas that were talked about are missing from the summary.

This shows to us that this process is not being done in a fair and open process. Metrolinx gives us 60 minute virtual meetings but starts off the meetings with a half hour presentation on how wonderful their proposal is and we get virtually no time to get our points across, I guess that's the plan.

Regarding the proposed signalized access on Markham Rd., it appears the proposed location does not even line up with any of our existing driveways and would require us to do major relocations of our driveways to make them line up!! Would there be financial compensation to cover these costs?

Sure, a signalized access on Markham Rd. connected to our property would help the community in and out of a couple of our properties but would do nothing to help the other businesses up and down Ellesmere Rd, all the way to McCowan and Markham Rd. Just throwing in an extra traffic light or two will do nothing to relieve the added volume on these two roads including Progress Ave., which will worsen if the Metrolinx plan goes into effect.

We feel the city planners should be working for the best interest of the Scarborough/Guildwood community not the interest of outside groups. (Metrolinx)

Also mentioned in the virtual meeting, was that Metrolinx will be organizing an ono-on-one meeting with the [redacted] We had reached out to Metrolinx for a meeting by email on July 8th, 2021 and have had no reply or response as of yet. This is what we find Metrolinx does, and if it does not fit with their agenda to bad for you. They said they wanted to have meeting with us but where are they?
It reminds me of the time that I sent them some questions about the project three weeks before a virtual meeting and they did not respond until about an hour before the meeting and the email was not even signed. (typical)

We at the [redacted] would love to work with the residents and businesses in Scarborough/Guildwood to come up with a plan for the future of transportation within our community that would work for all involved and for those traveling through our neighbourhood.

Please let's all sit down and have a true and open discussion, which includes the wonderful residents and business owners who live and breath in this great community of Scarborough/ Guildwood.

[redacted]

[redacted]

[redacted]

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: August 4, 2021 5:01 PM
To: Councillor Ainslie CO <Councillor_Ainslie_CO@toronto.ca>; [redacted]
Cc: Thomas Schwerdtfeger <Thomas.Schwerdtfeger@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>; Hans Riekko <Hans.Riekko@toronto.ca>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>; 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>
Subject: RE: Metrolinx Ellesmere Busway

Good afternoon [redacted]

Nice meeting you virtually at the Ellesmere Road – Business Information Session in June.
As you are aware, City Staff is working closely with Metrolinx on the preliminary design and have been providing our feedback accordingly.
As discussed at the Business Information Session #3 on June 24, 2021, Metrolinx will be organizing an one-on-one meeting with [redacted] to discuss the issues listed below and in the draft minutes circulated on Jul 23rd (attached)

I have also cc-ed Metrolinx's Project Manager Kristin Demasi so she have a summary of your concerns.

Also, as noted at the meeting, City Staff have identify an opportunity for a signalized access on Markham Road, which we will explore more at the one-on-one meeting. If you would like to discuss in advance, I am happy to organize a meeting with your group.

Please let me know if you have any questions.

Thanks,

Andrew Au
O: 416-395-7163
M: 416-818-8811
Andrew.Au@toronto.ca

From: Councillor Ainslie CO
Sent: July 30, 2021 12:38 PM
To: [redacted]
Cc: Andrew Au <Andrew.Au@toronto.ca>; Thomas Schwerdtfeger <Thomas.Schwerdtfeger@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>; Hans Riekko <Hans.Riekko@toronto.ca>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>
Subject: RE: Metrolinx Ellesmere Busway

Good afternoon [redacted]

Thank you for reaching out to Councillor Ainslie's office and I have communicated with Andrew Au from the City Planning department regarding your concerns with the Metrolinx's Durham-Scarborough Bus Rapid Transit System project. Andrew has an update for you and he will be responding to your concerns.

Regards,
Ashma

Ashma Patel
Constituency Assistant
Office of Councillor Paul W. Ainslie
Ward 24 Scarborough-Guildwood
Email: ashma.patel@toronto.ca
Tel: 416-396-4264

From: [redacted]
Sent: July 29, 2021 2:23 PM
To: Councillor Ainslie <councillor_ainslie@toronto.ca>
Cc: [redacted] Councillor Ainslie CO <Councillor_Ainslie_CO@toronto.ca>
Subject: Re: Metrolinx Ellesmere Busway

Thanks for the quick response. This is a very important issue for the neighborhood, so your attention is appreciated.

[redacted]

[redacted]

On Jul 29, 2021, at 1:16 PM, Councillor Ainslie <councillor_ainslie@toronto.ca> wrote:

Good Afternoon [redacted]

Thank you for your email, I have copied Councillor Ainslie's staff to review your email and follow up with you.

Best regards,
Steven Boyd

Steven Boyd
Administrative Assistant to Ward 24 Councillor Paul Ainslie
(416) 392-4008
Steven.Boyd@toronto.ca

*To subscribe to monthly ENews "Ward 24 Report" click here or reply "subscribe" to this email.

From: [redacted]
Sent: July 29, 2021 1:00 PM
To: Councillor Ainslie <councillor_ainslie@toronto.ca>
Cc: [redacted]
Subject: Metrolinx Ellesmere Busway

Hello Councillor Ainslie,

I am the president of [redacted] which owns the [redacted] at the corner of [redacted] You may have already met other members of our team who are working very hard on this issue. It is our goal to significantly change or stop Metrolinx from destroying our community with their plans. They seem to have no regard for residents or businesses who are already struggling with traffic which is already at capacity on both Markham and Ellesmere.

Please see below. We are hoping that you will agree with our stand and support our cause with the Province and Metrolinx.

Your input, suggestions and support would be appreciated very much!

Sincerely,

[redacted]

[redacted]

Metrolinx paints a pretty picture, but nowhere do they show

- trucks,

- traffic,
- people waiting for transit,
- the regular TTC buses that will also be using the curb lanes,
- trucks and cars making U-turns at the signalized intersections,
- Both Markham & Ellesmere are already at capcity and congested and way busier than shown in the picture, even on Sundays!

The Metrolinx Busway Plan for Ellesmere is a DISASTER!

The proposed Metrolinx Bus Rapid Transit service on Ellesmere Road will destroy our community with no benefit to residents or businesses. The centre median approach will block all left-hand turns to/from driveways and side streets on Ellesmere. U-turns at signalized intersections or re-routing through neighbourhoods will be required for you to get to where you're trying to go; your home, to work, the grocery store. Existing transit users will gain nothing as most stops will need to continue to be serviced by existing TTC services; the frequency of which is expected to be reduced. Buses will now be occupying both dedicated bus lanes and curb lanes.

The minimal time savings for riders on this section of Ellesmere with this proposal vs. buses in mixed traffic does not warrant the significant negative impact to the residents that live here and that will have to deal with this forever.

Residents will have to deal with the construction to widen Ellesmere, move services (hydro, sewers and catch basins, fire hydrants). Not to mention the cutting down of hundreds of mature trees.

This is an unnecessary waste of taxpayers hard-earned money that could be put to better use elsewhere.

1. Ellesmere Rd. is an essential area for Scarborough-Guildwood and changing vehicle movement as drastically as proposed in Metrolinx plan would have a devastating impact on the many businesses and community for years to come.

2. Metrolinx wants to reroute all cars, trucks and transport trucks from Ellesmere to Bellamy and Progress and then dump them onto Markham Rd.

3. Metrolinx has not done any traffic studies for any of these streets and only has done traffic study for Ellesmere Road during the height of the COVID-19 lockdown so we know how accurate that is!

4. Let’s not forget that Markham Road’s capacity is already at a boiling point and can’t handle any more traffic. It seems that Metrolinx and city managers missed the boat dealing with this issue and re-routing more traffic onto Markham road would be unmanageable.

5. We don’t believe Metrolinx and city planners will be able to come up with a plan to support local businesses and residents on the community. We feel they have only one goal and that is to get it passed. Who cares about the people? Metrolinx knows what is best for everyone and hates cars.

6. We believe that left turns along with U-turns in a very busy intersection will be a safety issue for pedestrians. It will only make traffic and congestion worse in an area that is already overwhelmed.

7. It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are crucial for our lives and Livelihoods. Don’t forget busses transport people but cars and trucks transport people, products and all that is necessary for the wellbeing of a community.

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[redacted]

From: Margaret Parkhill
Sent: Monday, August 23, 2021 3:58 PM
To: Yash Kulshreshtha
Cc: Lauren Wilcox; Marianne Alden
Subject: FW: Metrolinx Ellesmere Busway
Attachments: 0.png

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Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: David Phalp <David.Phalp@metrolinx.com>
Sent: Wednesday, August 4, 2021 3:21 PM
To: Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Oscar A Tapia <Oscar.Tapia1@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: FW: Metrolinx Ellesmere Busway

Do we have a response to [redacted] that I could respond with.

Thanks

David Phalp

From: [redacted]
Sent: Thursday, July 29, 2021 1:11 PM
To: minister.mto@ontario.ca
Cc: [redacted] Michael.Beaton@ontario.ca; MaryJane.Chung@ontario.ca; Rob.Elliott@ontario.ca; Liza.Kanopatykaia@ontario.ca; Juliana.Wilson@ontario.ca; Kanivanan.Chinniah@ontario.ca
Subject: Metrolinx Ellesmere Busway

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Hello Minster Mulrony,

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Sincerely,

[redacted]

[redacted]

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- the regular TTC buses that will also be using the curb lanes,
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-

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, August 16, 2021 10:43 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi [redacted]

First, we'd like to thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. Second, we'd like to sincerely apologize for taking so long to respond to your inquiry. Here is the information you requested, in the order of your questions.

The TTC and DRT all regularly monitor and collect ridership information as well as forecast future ridership. Looking at combined TTC and DRT ridership at the east end of Ellesmere Road, in 2018 (pre-COVID), there were around 500 riders per hour during rush hours (eastbound and westbound).

We know from ridership counts completed in 2018 that the transit stops between Military Trail and Kingston Road were used by over 750 people on the average weekday.

You might also be interested to know that the Durham Region Transit PULSE 900 route has exceeded initial ridership projections by more than 50%. The service carried more than 3 million passengers in 2019.

The Durham-Scarborough BRT project is essential to support the growth that is forecasted in the next 20 years along the corridor in Scarborough and Durham Region. The primary goal of the project is to improve the efficiency of the transportation network by providing transit priority to make transit travel more reliable and quicker as well as increase its capacity to meet the growing demand.

As part of this study, a Preliminary Design Business Case will be developed, building on the Initial Business Case completed by Metrolinx in 2018. Ridership forecasts will be updated and the analysis will test range of ridership, following the Metrolinx Business Case Guidance. The Preliminary Design Business Case will be made publicly available when ready.

The Initial Business Case found the benefit/cost ratio to be 1.29, meaning a positive return on the investment of public funds. The Preliminary Design Business Case will provide an updated benefit/cost ratio.

Over the last several months, COVID-19 has had a large impact on travel patterns. While there is uncertainty surrounding the "new normal", we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. Population will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.

You may be interested to know that the preliminary design of Ellesmere Road between Military Trail and Kingston Road is being refined, based on feedback from the City, stakeholders and the public. The refined design will be shared with the public at Public Information Centre #4, currently planned for Summer 2021.

Thank you again for your interest in the Durham-Scarborough Bus Rapid Transit project.

To keep informed on upcoming public engagements, please subscribe to the Metrolinx Toronto East e-newsletter, and to the project mailing list by e-mailing the team at DSBRT@metrolinx.com. For more information on the DSBRT project, and previous public engagements, please visit Metrolinx Engage.

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Tuesday, December 15, 2020 1:08 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

[redacted]

Hello,

Submitted on Tuesday, December 15, 2020 - 01:08
Submitted by anonymous user: 2607:fea8:329f:4100:642f:c3e9:19a1:9ca1
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Usage of Military Trail to Kingston Road portion of DSBRT
Message:

I would appreciate it if you could provide me the following:
a) Any research that you have done showing the number of people in the corridor between Military Trail and Kingston Road that are currently (i.e. 2019 or whatever your base year is) using the Pulse bus service to travel east.
b) The annual forecast of people in the corridor between Military Trail and Kingston Road that are expected to use the DSBRT system to go east over the period 2020 to 2040

c) Alternative high and low scenarios associated with the forecast in b) above

d) In your presentation you estimate the benefit cost ratio for the project to be 1.2. What will be this ratio under the alternative scenarios in c) above?

e) Do you expect the impact of Covid 19 on the working patterns (i.e. telecommuting and om-line shopping) to affect the viability of this project?

Thank you in advance for your responses to my questions.

Sincerely

[redacted]

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/18680

Facebook Twitter Instagram

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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, August 19, 2021 10:14 AM
To: Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Cc: Kristin Demasi
Subject: FW: Presentation Deck & Meeting Follow-up

Follow Up Flag: Follow up
Flag Status: Completed

FYI

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Jocelyn Stenner
Sent: August 19, 2021 10:13 AM
To: [redacted]
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

Hi [redacted]

That's great, please let us know how the [redacted] would like to proceed regarding the follow-up meeting. Again, our consultant, IBI/Parsons would like to have any *additional* logistical considerations for the [redacted] noted to factor into the detailed design stage.

We'd be pleased to set up a follow-up meeting (if the [redacted] is interested) or the comments and questions can be sent via e-mail as you noted below.

If easier, happy to chat today!

Thanks!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: August 18, 2021 2:54 PM

To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

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Hi Jocelyn,

I am sorry for the delay but I had wanted to check in with our [redacted] about his expectations for follow-up. I will give a verbal update to the [redacted] at our September meeting and let them know that future communication will go through me and they are welcome to send any questions/comments and I will send them to you. I expect you may have some need for consultation as you get into detailed design and it would be great to come back to the [redacted] at that time to present the draft.

Will that work for you?

[redacted]

From: Jocelyn Stenner [mailto:Jocelyn.Stenner@metrolinx.com]
Sent: Wednesday, August 18, 2021 2:36 PM
To: [redacted]
Cc: Stephanie Cardenas
Subject: RE: Presentation Deck & Meeting Follow-up

Hello [redacted]

Hope all is well – just checking in again to see if there might be a date in September that might work to provide any additional feedback/site considerations to the project team and consultant?

Have a lovely afternoon!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

From: Jocelyn Stenner
Sent: August 10, 2021 9:37 AM
To: [redacted]
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

Hi [redacted]

You are more than welcome.

Do you have a sense of when you'd like a follow-up meeting in September to provide any additional feedback/site considerations to the project team and consultant?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

From: [redacted]
Sent: August 3, 2021 12:55 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

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Thanks so much, Jocelyn.

[redacted]

[redacted]

[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, July 29, 2021 3:48 PM
To: [redacted]
Subject: FW: Presentation Deck & Meeting Follow-up

Hi [redacted]

Resending the below and attached.

Please let me know if you need anything else.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

Vacation Alert: I will be away August 3-6, 2021 returning Monday, August 9.

From: Jocelyn Stenner
Sent: July 16, 2021 11:07 AM
To: [redacted]
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Presentation Deck & Meeting Follow-up

Hello [redacted]

Firstly, we wanted to thank you very much for helping to coordinate the logistics for our meeting on July 14th – we were so pleased to be able to speak with yourself, management and members of the [redacted]
As promised, please find a PDF copy of presentation deck attached that can be shared with attendees.

Please let us know when might be a good time in September to reconvene to work through some of the logistical considerations i.e. events, access routes etc. that were discussed with David Hopper, Consultant Lead, Parsons.

Please don't hesitate to reach out should the [redacted] have any additional questions, comments of feedback relating to the DSBRT project.

Have a lovely weekend!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

[redacted] it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, August 20, 2021 4:17 PM
To: [redacted]
Subject: RE: DSBRT Inquiry

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted]

Thank you for following up.

We have connected with the project team and will get back to you as soon as we have information to share.

Thank you,

From: [redacted]
Sent: August 18, 2021 3:44 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: DSBRT Inquiry

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Hello Jocelyn,
I would appreciate your respond to my below email.
Thank you,
Best wishes,
[redacted]

From: [redacted]
Sent: Thursday, July 29, 2021 12:04 PM
To: 'DSBRT' <DSBRT@metrolinx.com>
Subject: RE: DSBRT Inquiry

Hello Jocelyn,
Thank you for your prompt reply.
I am sorry for taking us so long to respond to your email, we are preoccupied with our son's needs.
My family is concerned about Metrolinx due to my son's disability. We need enough space to maneuver the van in and out of the driveway. Would it be possible to tell us if any part and how much of the front property will be taken for the use of Metrolinx?

Thank you,
Best wishes,
[redacted]

Whitby

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 1:49 PM
To: [redacted]
Subject: DSBRT Inquiry

Hello [redacted]

We're pleased [redacted] has connected you with our team. I'm writing to you to get a better understanding of your inquiry, to see how we might be able to assist.

Looking forward to connecting.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

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[redacted]

From: Margaret Parkhill
Sent: Monday, August 23, 2021 9:46 AM
To: Yash Kulshreshtha
Cc: Lauren Wilcox; Marianne Alden
Subject: FW: [redacted] - left message

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Yash, please track and file this point of contact.
For DSBRT.
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: David Phalp <David.Phalp@metrolinx.com>
Sent: Friday, August 20, 2021 3:18 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: [redacted] - left message

I left a message for [redacted] – let him know an email was coming – and indicating that we would like to set up a time to meet with himself an the City.

Thanks

DAVID PHALP
Senior Manager (A), Community Relations – Toronto East
Metrolinx
10 Bay Street | Toronto, ON | M5J 2R8
(o) 416.202.5993 | (m) 416.659-9470



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[redacted]

From: Margaret Parkhill
Sent: Friday, August 27, 2021 12:35 PM
To: Yash Kulshreshtha
Cc: Marianne Alden
Subject: FW: Metrolinx Ellesmere Busway

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, August 27, 2021 12:25 PM
To: [redacted] DSBRT <DSBRT@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted] Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; councillor_thompson@toronto.ca; councillor_mckelvie@toronto.ca; vijay.thanigasalamco@pc.ola.org; yourlawyer@bellnet.ca; votecarmenwilson@gmail.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted] Busway

Hi [redacted]

The project team is preparing responses to your questions and will send via email separately.
Yes the notifications for the upcoming public information centre that will be sent will be sent to businesses and residents. We are still determining how best to distribute.

We look forward to meeting you on site on Tuesday morning so you can walk us through your concerns in person. We would also like to follow this site meeting up with a bigger virtual meeting to go through some material in more detail.

Thank you and have a good weekend
Kristin

From: [redacted]
Sent: August-26-21 5:15 PM

To: DSBRT <DSBRT@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted] Kristin Demasi <Kristin.Demasi@metrolinx.com>; [redacted] Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; councillor_thompson@toronto.ca; councillor_mckelvie@toronto.ca; vijay.thanigasalamco@pc.ola.org; yourlawyer@bellnet.ca; votecarmenwilson@gmail.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

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Hi Kristin

Thank you for getting back to me.

I have been writing to Metrolinx and the City Planners for weeks now, and have not received any answers to my comments and questions as of this date. Is there a time table that requests for information be answered?
Or is ignoring long paying tax payers the norm?
I have been paying taxes to all governments for over 45 years and for the past 35 years has helped create a company that pays Millions of dollars a year in taxes, so why can't I get a reply to basic questions.

In your short reply you mention that you will be sending out a post card, to residents beyond the 30 (100 feet) meter radius to ensure everyone who may have an interest in the project can have their voice heard, like I asked for.
How do you determine who might have a interest in the project? Will this include businesses? Will this include all of Scarborough/Guildwood residents and M1H postal codes?

Why is Metrolinx still planning to do virtual meetings? Virtual meetings are controlled and don't let everyone have their say. Everyone should have a clear understanding as to what is going to effect them for the years to come. In our last meeting, Metrolinx gave us a one hour time limit, and they use up most of the time promoting this terrible project and we get a few minutes to say how wrong it is. I guess that works for Metrolinx.

Please don't use the excuse that it has to be a virtual meeting because of Covid-19. Arrangements to have a safe mask to mask meeting in a large facility or open air grounds somewhere in Scarborough should not be that difficult to arrange. To be fair, equal time should be allotted to all parties for and against this proposal. All meetings should be held in an open forum . **If you still see that being a problem than all meetings including the Transit Project Assessment Process (TPAP) and all voting should be put on standby till open meetings can be held.** Is Metrolinx willing to do that so everyone is heard? I think I know the answer to that, but would like to hear it from Metrolinx. it is most evident that they just want to ramrod this project through with out doing it in a fair and open/transparent way.

I remember some one mentioning about a meeting , not sure it was David Phalp but I requested my questions at that time to be answered before a meeting. Nothing came of it.
We need answers to my questions before any meeting can be held. Please have someone sit down and spend some time to answer all my comments and questions and stop avoiding the realities of our concerns.

You timely and productive response would be appreciated.

[redacted]

[redacted]

416-431-9622 ext. 24

From: DSBRT <DSBRT@metrolinx.com>
Sent: August 25, 2021 10:32 AM
To: [redacted] 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted] toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

Hi [redacted]

Thank you for your email.

As a requirement of the Transit Project Assessment Process (TPAP), Metrolinx will be sending a Notice of Commencement to all residents within 30 meters of the proposed corridor to begin the formal environmental assessment period for the Durham-Scarborough BRT.

We've heard the community clearly, and will be sending out a post card to residents beyond the 30 meter radius to ensure everyone who may have an interest in this project, has an opportunity to have their voice heard during our upcoming public information centre (fall 2021). We are still determining the date(s) and refining structure of this virtual engagement, but we will be having a live portion for people to participate and ask questions to the project team.

Our dedicated Community Engagement team has developed an engagement strategy to further bolster awareness and understanding of the Durham-Scarborough Bus Rapid Transit project in the community, and will be working on outreach initiatives ahead of the TPAP commencement.

My colleague David Phalp reached out to you to organise a meeting with you and your staff to discuss your concerns and provide more information about the project. We will follow up again with a separate email to organise a date and time that works.

Kind regards,

Kristin

Kristin Demasi
Project Manager, Durham Scarborough BRT
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
P: 416-202-3723 C: 416- 458-4521 E: Kristin.Demasi@metrolinx.com

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From: [redacted]
Sent: August-17-21 4:06 PM
To: 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted]
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; mhunter.mpp.co@liberal.ola.org; premier@ontario.ca; john.mckay@parl.gc.ca; caroline.mulroneyco@pc.ola.org; mayor_tory@toronto.ca; [redacted] councillor_ainslie@toronto.ca [redacted]
Subject: RE: Metrolinx Ellesmere Busway

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Good afternoon Mr. Andrew Au

It has been over a week and I have not heard anything from yourself , any city planners or Metrolinx. (crickets)

Since no one has answered any of my questions and comments I will add some more.

I would like to know how many city planners and employees of Metrolinx have lived or live in Scarborough/Guildwood and for how long?

I have worked in Scarborough/Guildwood at the corner of Ellesmere Rd. and Markham Rd. for over 33 years, so I know the happenings around the area probably better than most.

We don't understand why Metrolinx only sent out the required notices (**30 meters or less than 100 feet**) of the corridor, so that means 99.9% of the residents in Scarborough/Guildwood were not notified and know nothing about the disaster that is coming their way.

If Metrolinx and the city planners were so confident that the majority of the residents were in favor of this project why wouldn't they want **all** to know about it? You spend a ton of tax payers money on all these pretty pictures why don't you Show them to the people?

What we are hearing is that most people are in disbelief when they hear what is being planned for the neighborhood, and can't believe that no notice was sent out to them and no public meetings are being held.

Andrew, are public meetings going to be held ?

Are the good people of Scarborough/Guildwood going to have their voices heard?

When would these meetings be held? The residents and business owners want to know dates and locations. Will notices of theses dates be sent to the community and businesses of Scarborough/Guildwood or just 100 feet off of Ellesmere?

Andrew, it has been brought to my attention that thousands of condo units are about to come aboard on Markham Road, the ME condos at Panted Post, the Global Kingdom Church, 1221 Markham Rd . Recently I had noticed an application for zoning change(which you would have to walk into too see) at the corner of Markham and Ellesmere (1125-1137 Markham Rd. and 2141 Ellesmere Rd) This application calls for over 1,040 residences , 16 Townhouses and some commercial space.

They are only providing parking for residents and the commercial spaces in the amount of 1,006 cars, so that is 34 short for the residents and no one can have two cars. Where are the visitors and commercial clients going to park? All the bike riders will have plenty of parking spaces as they will have 846 bike parking spaces. This is great for city planners that believe everyone should be riding bikes even through the winter months. What a joke. I hope the planners know that developers put that into their proposals not because they believe that it is a reality, but if they don't the city would give them a harder time with the rezoning.

Are all these condos and the impact of all these extra vehicles even being considered in your proposal? I don't see it anywhere. Oh yes, no true traffic studies are being done. Is that correct?

Andrew it seems that any questions and comments I make seem to be fall on deaf ears. Are they too hard to answer? Are they not relevant? Am I just a small cog in Metrolinx big plans to be answered? Doesn't the community and the businesses of Scarborough/Guildwood have the right to know what mess is coming to their lives and livelihoods?

It is a shame that the city is going along with Metrolinx to create such a long lasting impact on the community, without even getting the residents involved in the process.

Covid has had such a devastating impact on all our lives and has taken its toll on the people in the neighborhood. Why would you want to add this to their headaches?

If you think someone from the city planners or and Metrolinx would be able to get back to me with answers to my questions and comments from this and my previous email over a week ago, that would be appreciated.

Yours Truly

[redacted]

From: [redacted]
Sent: August 9, 2021 11:35 AM
To: 'Andrew Au' <Andrew.Au@toronto.ca>; 'Councillor Ainslie CO' <Councillor_Ainslie_CO@toronto.ca>; [redacted]
Cc: 'Thomas Schwerdtfeger' <Thomas.Schwerdtfeger@toronto.ca>; 'Kelly Dynes' <Kelly.Dynes@toronto.ca>; 'Hans Riekko' <Hans.Riekko@toronto.ca>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; 'mhunter.mpp.co@liberal.ola.org' <mhunter.mpp.co@liberal.ola.org>; 'premier@ontario.ca' <premier@ontario.ca>; 'john.mckay@parl.gc.ca' <john.mckay@parl.gc.ca>; 'caroline.mulroneyco@pc.ola.org' <caroline.mulroneyco@pc.ola.org>; 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>; [redacted] 'councillor_ainslie@toronto.ca' <councillor_ainslie@toronto.ca>; [redacted]
Subject: RE: Metrolinx Ellesmere Busway

Good Morning Mr. Andrew Au

Thank you for getting back to us.

In your email to me you state that I must be aware that city staff is working closely with Metrolinx on the design, but my concern is how closely? It has come to our attention that everything that Metrolinx proposes City staff is agreeing with.

Are you aware that Metrolinx proposal will cause many businesses to shut down or relocate?

Are you aware that these drastic changes will cause undue hardship to the daily lives of citizens of Scarborough/Guildwood?

We are all very surprised that the city planners don't see any problems with the Markham Rd. and Ellesmere Rd. intersection. When you are eliminating left hand turns to most driveways in and out on Ellesmere and force more cars and trucks to make left hand turns and U turns at a major intersection, you should be able to have studies done that would predict the outcome. This is not well thought out. Also forcing large trucks down to Progress Ave. and on to Markham Rd. so they can enter Ellesmere properties is a crazy idea. Forcing them to make right hand turns into crowded intersections to get back onto Ellesmere is another bright idea that could have severe consequences. By adding more vehicles to turn left and making U-turns at an already heavily populated intersection with vehicles and pedestrians is a big problem waiting to happen.

Let me paint a picture if you don't see it:

A bus is at the centre lane, people are at the intersection wanting to get on the bus but the light is red so they can't cross and they see the advance turn light for the vehicles are not letting the vehicles advance straight through the intersection so they figure I can make it before oncoming traffic comes, but they don't realize that cars are making U turns and might not see them. I think that somewhat sums it up.

We believe that having many more vehicles making left hand turns and U turns at this busy intersection will make it **the number one intersection in the city for accidents and fatalities**.

Come on planners, let's be reasonable. Unless you or Metrolinx plan to have a Crossing Guard at every corner it will NOT be safe. No matter how much Metrolinx says it will be.

In the meeting on June 4 2021, MPP Mitzie Hunter requested a traffic study be done for Markham Rd and Progress Ave., and the response was: *"Ashma from councillor Ainslie's office will speak to City Of Toronto Transportation Planning staff to see if a study of the INTERSECTIONS of Markham Rd. and Progress Ave. can be performed."*

We can't understand why councillor Ainslie's staff has to ask The City Of Toronto Transportation Planning department if a study can be done and why did the scope change from Markham Rd. and Progress Ave. to just the intersections.

The community and business owners believe that all roads, Markham, Progress and Ellesmere, should be included in traffic studies, and ALL studies should be conducted after the Covid-19 situation is behind us and Schools, Colleges , Universities and Businesses
are at least 95% back to normal. This would provide a more accurate study. We would also like to know who does the traffic studies and who sets the agenda for the traffic studies? As of today I have not heard of any traffic studies being planned.

All decisions and/or voting should not take place until all the community of Scarborough/Guildwood are all informed. All citizens should have the opportunity meet with our politicians (Federal, Provincial and municipal) and the Minister of Transportation along with Metrolinx, to voice our opinions. These meeting should take place in a few open hall settings.

This would be the only fair and honest way to proceed, instead of Metrolinx and city planners pushing it through **(as it seems to be, nice and quietly under the radar of most). Most residents and Business owners are not even aware of what is planned and being voted on.**

Andrew you mentioned in your email on Aug 4,2021 that in the virtual meeting on June 4,2021 city staff have identified an opportunity for a signalized access on Markham Rd. Please note that it does not show up in the summary of the meeting produced by Metrolinx and we have found that many of the ideas that were talked about are missing from the summary.

This shows to us that this process is not being done in a fair and open process. Metrolinx gives us 60 minute virtual meetings but starts off the meetings with a half hour presentation on how wonderful their proposal is and we get virtually no time to get our points across, I guess that's the plan.

Regarding the proposed signalized access on Markham Rd., it appears the proposed location does not even line up with any of our existing driveways and would require us to do major relocations of our driveways to make them line up!! Would there be financial compensation to cover these costs?

Sure, a signalized access on Markham Rd. connected to our property would help the community in and out of a couple of our properties but would do nothing to help the other businesses up and down Ellesmere Rd, all the way to McCowan and Markham Rd. Just throwing in an extra traffic light or two will do nothing to relieve the added volume on these two roads including Progress Ave., which will worsen if the Metrolinx plan goes into effect.

We feel the city planners should be working for the best interest of the Scarborough/Guildwood community not the interest of outside groups. (Metrolinx)

Also mentioned in the virtual meeting, was that Metrolinx will be organizing an ono-on-one meeting with the [redacted] We had reached out to Metrolinx for a meeting by email on July 8th, 2021 and have had no reply or response as of yet. This is what we find Metrolinx does, and if it does not fit with their agenda to bad for you. They said they wanted to have meeting with us but where are they?
It reminds me of the time that I sent them some questions about the project three weeks before a virtual meeting and they did not respond until about an hour before the meeting and the email was not even signed. (typical)

We at the [redacted] would love to work with the residents and businesses in Scarborough/Guildwood to come up with a plan for the future of transportation within our community that would work for all involved and for those traveling through our neighbourhood.

Please let's all sit down and have a true and open discussion, which includes the wonderful residents and business owners who live and breath in this great community of Scarborough/ Guildwood.

[redacted]

[redacted]

From: Andrew Au <Andrew.Au@toronto.ca>
Sent: August 4, 2021 5:01 PM
To: Councillor Ainslie CO <Councillor_Ainslie_CO@toronto.ca> [redacted]
Cc: Thomas Schwerdtfeger <Thomas.Schwerdtfeger@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>; Hans Riekko <Hans.Riekko@toronto.ca>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>; 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>
Subject: RE: Metrolinx Ellesmere Busway

Good afternoon [redacted]

Nice meeting you virtually at the Ellesmere Road – Business Information Session in June.
As you are aware, City Staff is working closely with Metrolinx on the preliminary design and have been providing our feedback accordingly.
As discussed at the Business Information Session #3 on June 24, 2021, Metrolinx will be organizing an one-on-one meeting with [redacted] to discuss the issues listed below and in the draft minutes circulated on Jul 23rd (attached)

I have also cc-ed Metrolinx's Project Manager Kristin Demasi so she have a summary of your concerns.

Also, as noted at the meeting, City Staff have identify an opportunity for a signalized access on Markham Road, which we will explore more at the one-on-one meeting. If you would like to discuss in advance, I am happy to organize a meeting with your group.

Please let me know if you have any questions.

Thanks,

Andrew Au
O: 416-395-7163
M: 416-818-8811
Andrew.Au@toronto.ca

From: Councillor Ainslie CO
Sent: July 30, 2021 12:38 PM
To: [redacted]
Cc: Andrew Au <Andrew.Au@toronto.ca>; Thomas Schwerdtfeger <Thomas.Schwerdtfeger@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>; Hans Riekko <Hans.Riekko@toronto.ca>; Antonette DiNovo <Antonette.DiNovo@toronto.ca>
Subject: RE: Metrolinx Ellesmere Busway

Good afternoon [redacted]

Thank you for reaching out to Councillor Ainslie's office and I have communicated with Andrew Au from the City Planning department regarding your concerns with the Metrolinx's Durham-Scarborough Bus Rapid Transit System project. Andrew has an update for you and he will be responding to your concerns.

Regards,
Ashma

Ashma Patel
Constituency Assistant
Office of Councillor Paul W. Ainslie
Ward 24 Scarborough-Guildwood
Email: ashma.patel@toronto.ca
Tel: 416-396-4264

From: [redacted]
Sent: July 29, 2021 2:23 PM
To: Councillor Ainslie <councillor_ainslie@toronto.ca>
Cc: [redacted] ouncillor Ainslie CO <Councillor_Ainslie_CO@toronto.ca>
Subject: Re: Metrolinx Ellesmere Busway

Thanks for the quick response. This is a very important issue for the neighborhood, so your attention is appreciated.

[redacted]

[redacted]

On Jul 29, 2021, at 1:16 PM, Councillor Ainslie <councillor_ainslie@toronto.ca> wrote:

Good Afternoon [redacted]

Thank you for your email, I have copied Councillor Ainslie's staff to review your email and follow up with you.

Best regards,
Steven Boyd

Steven Boyd
Administrative Assistant to Ward 24 Councillor Paul Ainslie
(416) 392-4008
Steven.Boyd@toronto.ca

*To subscribe to monthly ENews "Ward 24 Report" click here or reply "subscribe" to this email.

From: [redacted]
Sent: July 29, 2021 1:00 PM
To: Councillor Ainslie <councillor_ainslie@toronto.ca>
Cc: [redacted]
Subject: Metrolinx Ellesmere Busway

Hello Councillor Ainslie,

I am the president of The [redacted] which owns the [redacted] You may have already met other members of our team who are working very hard on this issue. It is our goal to significantly change or stop Metrolinx from destroying our community with their plans. They seem to have no regard for residents or businesses who are already struggling with traffic which is already at capacity on both Markham and Ellesmere.

Please see below. We are hoping that you will agree with our stand and support our cause with the Province and Metrolinx.

Your input, suggestions and support would be appreciated very much!

Sincerely,

[redacted]

[redacted]

Metrolinx paints a pretty picture, but nowhere do they show

- trucks,

- traffic,
- people waiting for transit,
- the regular TTC buses that will also be using the curb lanes,
- trucks and cars making U-turns at the signalized intersections,
- Both Markham & Ellesmere are already at capcity and congested and way busier than shown in the picture, even on Sundays!

The Metrolinx Busway Plan for Ellesmere is a DISASTER!

The proposed Metrolinx Bus Rapid Transit service on Ellesmere Road will destroy our community with no benefit to residents or businesses. The centre median approach will block all left-hand turns to/from driveways and side streets on Ellesmere. U-turns at signalized intersections or re-routing through neighbourhoods will be required for you to get to where you're trying to go; your home, to work, the grocery store. Existing transit users will gain nothing as most stops will need to continue to be serviced by existing TTC services; the frequency of which is expected to be reduced. Buses will now be occupying both dedicated bus lanes and curb lanes.

The minimal time savings for riders on this section of Ellesmere with this proposal vs. buses in mixed traffic does not warrant the significant negative impact to the residents that live here and that will have to deal with this forever.

Residents will have to deal with the construction to widen Ellesmere, move services (hydro, sewers and catch basins, fire hydrants). Not to mention the cutting down of hundreds of mature trees.

This is an unnecessary waste of taxpayers hard-earned money that could be put to better use elsewhere.

1. Ellesmere Rd. is an essential area for Scarborough-Guildwood and changing vehicle movement as drastically as proposed in Metrolinx plan would have a devastating impact on the many businesses and community for years to come.

2. Metrolinx wants to reroute all cars, trucks and transport trucks from Ellesmere to Bellamy and Progress and then dump them onto Markham Rd.

3. Metrolinx has not done any traffic studies for any of these streets and only has done traffic study for Ellesmere Road during the height of the COVID-19 lockdown so we know how accurate that is!

4. Let’s not forget that Markham Road’s capacity is already at a boiling point and can’t handle any more traffic. It seems that Metrolinx and city managers missed the boat dealing with this issue and re-routing more traffic onto Markham road would be unmanageable.

5. We don’t believe Metrolinx and city planners will be able to come up with a plan to support local businesses and residents on the community. We feel they have only one goal and that is to get it passed. Who cares about the people? Metrolinx knows what is best for everyone and hates cars.

6. We believe that left turns along with U-turns in a very busy intersection will be a safety issue for pedestrians. It will only make traffic and congestion worse in an area that is already overwhelmed.

7. It is time to plan the future of transit and the proper movement of vehicles within the city without trying to limit the use of cars and trucks that are crucial for our lives and Livelihoods. Don’t forget busses transport people but cars and trucks transport people, products and all that is necessary for the wellbeing of a community.

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[redacted]

From: Margaret Parkhill
Sent: Sunday, August 29, 2021 6:18 PM
To: Yash Kulshreshtha
Subject: FW: Draft response to [redacted] RE: Metrolinx Ellesmere Busway

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, August 27, 2021 4:02 PM
To: [redacted]
Cc: minister.mto@ontario.ca [redacted] ichael.Beaton@ontario.ca; MaryJane.Chung@ontario.ca; Rob.Elliott@ontario.ca; Liza.Kanopatykaia@ontario.ca; Juliana.Wilson@ontario.ca; Kanivanan.Chinniah@ontario.ca
Subject: RE: Draft response to [redacted] RE: Metrolinx Ellesmere Busway

Hello [redacted]

Thank you for your questions regarding the Durham-Scarborough Bus Rapid Transit (DSBRT) project. We apologize for the delay in responding to you, and appreciate your patience as worked to answer your questions.

The DSBRT is currently in the preliminary design and environmental assessment phase. Metrolinx is currently determining the most appropriate footprint for the proposed infrastructure, undertaking the environmental assessment, and developing mitigation strategies to address the impacts.

The Preliminary Design Business Case (PDBC) will identify the overall costs and benefits of the project, which will be used to support a full funding decision for sections of the corridor, including the segment within the City of Toronto.

As part of the 2041 Regional Transportation Plan (RTP), Metrolinx worked with Greater Toronto and Hamilton Area (GTHA) municipalities to review and assess the transportation needs of various corridors in the GTHA, including Highway 2/Ellesmere Rd. This corridor was identified for Bus Rapid Transit as it provides unparalleled connectivity to existing downtowns and future urban growth centres, major post-secondary institutions, TTC, future subway, and builds on the investments by Durham Region to date in the PULSE service.

Buses and Bus Passengers

Currently, TTC intends to operate all buses in the centre-median bus lanes from Dormington Drive to McCowan Road. Along that stretch, including the intersection of Markham Road, the TTC is not intending to operate any services in the curb lanes. This is possible because, along that stretch of Ellesmere Road, the DSBRT stops are close together. East of Dormington Drive to east of Morningside Avenue, one or two TTC routes may exit the centre-median lanes and operate in the curb to service stops between the DSBRT stops. The service plan for the corridor will continue to evolve as

ridership grows and the population and employment areas expand. Our ridership modelling and projections are based on the travel needs and requirements for 2041.

Cars and Trucks

While there will be changes for car and truck drivers, it is important to understand that the project will not involve a reduction in lanes for general traffic. All motor vehicles, including small and medium truck traffic, will remain on Ellesmere Road. The proposed design maintains 4-lanes for general traffic on Ellesmere Road, two lanes in each direction, the same number of lanes that exist today. Most vehicles will have the option of using the protected U-turn phase at signalized intersections or to choose an alternate route.

East-west through traffic on Ellesmere Road will experience time savings with DSBRT as improvements to traffic signals will allow more green time to be allocated to east-west traffic to benefit both drivers and buses.

The project has undertaken an extensive traffic analysis to look at the impact of this project. This report will be available for review as part of the TPAP later in 2021. Data for this traffic analysis was collected before the COVID-19 pandemic. The 2041 transportation demand projections are based on plans for future land use, employment, and density and the trips that will be created by these factors. While it is true that COVID-19 has had a short term impact on ridership, population and employment growth will still occur over the long term which requires investment in rapid transit to continually improve mobility for residents.

Metrolinx, the City and TTC are monitoring trends as time progresses and health restrictions are lifted. The only data collected during the COVID-19 pandemic is the counts of trucks entering and exiting driveways along Ellesmere Road. The project has also analysed traffic and trucking data from prior to COVID-19.

The project team would like to review this information with you. We look forward to our site-meeting scheduled August 31st, 2021.

Pedestrians

Projects like the DSBRT improve pedestrian safety and create a more comfortable walking environment. Unsignalized intersections and left turns are less safe for all road users. All DSBRT stops are located at intersections with traffic signals to allow safe crossing of the road.

Here is a brief video showing how protected left-turns and U-turns at signalized intersections are separated from pedestrians: https://www.youtube.com/watch?v=ko4s0JpQPRM&list=WL [youtube.com].

Health of the Corridor

Metrolinx and our partners at the City are concerned about the existing and future businesses along our corridors. A strong urban structure is an important part of delivering transit to our communities. A vibrant corridor like Ellesmere with a mix of businesses and homes, representing several origins and destinations.

The DSBRT project proposes approximately 36 kilometers of bus rapid transit infrastructure along Highway 2 and Ellesmere Road connecting Oshawa, Whitby, Ajax, Pickering, and Scarborough. Once completed, the project will allow for seamless connections with local transit networks and will provide the residents of Durham Region and Scarborough more flexibility and choice to get where they need to go, faster and more reliably. The corridor is expected to support approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities, employment, schools, and other major destinations along Highway 2 across the Toronto and Durham Boundary. Ellesmere Road is designated as a priority transit corridor by the City of Toronto and connects to the Scarborough Subway Extension.

There will be property impacts and tree impacts along Ellesmere Road. The project is currently in the preliminary design and environmental assessment stage. The project team is working to minimize the project footprint to minimize impacts to property as much as possible. Most property requirements are within the City's designated right-of-way. An arborist report is underway to identify impacted trees and develop mitigation strategies. Tree impacts will be compensated following the City of Toronto and Toronto and Region Conservation Authority requirements.

Transit projects like the DSBRT include improvements to the streetscape and landscaping along the corridor. Trees and landscaping will be included in the final design resulting in a refreshed cohesive look for Ellesmere Road.

A commitment to future Consultation

The Metrolinx Community Engagement team has heard the comments and concerns around the proposed project from the local Scarborough community. Metrolinx is committed to continuing to work with local businesses and the broader Scarborough community throughout the next stages of this important transit project.

We are planning a virtual open house for the Scarborough community in addition to public information centre #4 in Fall 2021. To keep informed on upcoming public engagements, please subscribe to the Toronto East regional e-newsletter here.

Again, we look forward to our meeting next week.

Kind regards,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: Thursday, July 29, 2021 1:11 PM
To: minister.mto@ontario.ca
Cc: [redacted] Michael.Beaton@ontario.ca; MaryJane.Chung@ontario.ca; Rob.Elliott@ontario.ca; Liza.Kanopatykaia@ontario.ca; Juliana.Wilson@ontario.ca; Kanivanan.Chinniah@ontario.ca
Subject: Metrolinx Ellesmere Busway

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Minster Mulrony,

I am the president of [redacted] which owns the [redacted] You may have already met or spoken to other members of our team who are working very hard on this issue. It is our goal to significantly change or stop Metrolinx from destroying our community with their plans. They seem to have no regard for residents or businesses who are already struggling with traffic which is already at capacity on both Markham and Ellesmere.

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Your input, suggestions and support would be appreciated very much!

Sincerely,

[redacted]

[redacted]

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- traffic,
- people waiting for transit,
- the regular TTC buses that will also be using the curb lanes,
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-

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[redacted]

From: Margaret Parkhill
Sent: Monday, August 30, 2021 4:18 PM
To: Yash Kulshreshtha
Subject: FW: DSBRT - one-on-one meeting with [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Margaret Parkhill
Sent: Monday, August 30, 2021 4:13 PM
To: [redacted]
Cc: 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'David Phalp' <David.Phalp@metrolinx.com>
Subject: RE: DSBRT - one-on-one meeting with [redacted]

Hi [redacted]
Just confirming the people who will be meeting on site tomorrow are:

- Kristin Demasi, Metrolinx
- David Phalp, Metrolinx
- Andrew Au, City of Toronto
- Margaret Parkhill, IBI Group

We will meet you in the parking lot of [redacted]
We will have masks and keep our physical distance while walking the site.

See you in the morning,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Thursday, August 26, 2021 5:33 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Cc: 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; 'Andrew Au' <Andrew.Au@toronto.ca>; 'David Phalp' <David.Phalp@metrolinx.com>
Subject: RE: DSBRT - one-on-one meeting with [redacted]

Hi Margaret

We are available Tuesday, August 31 at 9:15 am.

As you are probably aware I have been sending comments and questions to Metrolinx and City Planners for the past few weeks with practically no response.
It would be nice if they were answered before we meet, let say Monday so we can prepare for our meeting. That would be a great help.

Please send me a list of who will be joining us.

Thanks [redacted]

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: August 26, 2021 4:44 PM
To: [redacted]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>; David Phalp (David.Phalp@metrolinx.com) <David.Phalp@metrolinx.com>
Subject: DSBRT - one-on-one meeting with [redacted]

Hi [redacted]
We would like to organize an on-site meeting with you, in a small group, to go through your concerns regarding the DSBRT project in more detail.

Would you be available one of these mornings next week:
Monday, August 30
Tuesday, August 31 or
Wednesday, September 1

Say between 9 am and 11 am?

We can follow this with a larger on-line meeting, to review our updated analysis for truck routes and signal operations along Progress Avenue.

Let me know which day and time works best for you,
Margaret

Margaret Parkhill, P.Eng.
IBI Group

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, September 23, 2021 12:15 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Dear [redacted]

Thank you for your email.

The virtual open house scheduled for Thursday September 23, will be made available, along with other past virtual meetings, on our Engage website: www.metrolinxengage.com/live-meetings.

Currently, the DSBRT project is in the preliminary design phase. During this phase, Metrolinx is working with Durham Region, Durham Region Transit, City of Toronto and the Toronto Transit Commission on the planning and design of this rapid transit corridor. Currently, the design indicates if travelling east on Ellesmere Road, a u-turn can be made at either Morrish Road or Conlins Road. However, the project team is investigating additional signals and breaks in the median to facilitate left turns.

Right hand turns will be available if travelling west along Ellesmere Road from Meadowvale Road towards Conlins Road.

Please let us know if you have any additional questions.

Kind regards,

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 18, 2021 1:37 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Saturday, September 18, 2021 - 13:36
Submitted by anonymous user: 70.24.5.121
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Thursday, September 23 virtual open house
Message:

I have a couple of questions. Unable to watch the event live is there going to be a link that we can watch a reply afterwards?
[redacted] A question we have is if we are travelling on Ellesmere Rd heading east and pass Conlins Rd. will we be able to make a left turn onto either Calthorpe Ave. or Calverley Trail from Ellesmere [redacted] Also if we are travelling west from Meadowvale and heading towards Conlins Rd. will we be able to make a right turn from Ellesmere onto Calverley Trail or Calthrope Ave. [redacted]
If you could answer these questions.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/26870

Facebook Twitter Instagram

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[redacted]

From: Margaret Parkhill
Sent: Thursday, October 7, 2021 5:31 PM
To: Yash Kulshreshtha
Subject: FW: DSBRT - Comms for this week?

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Yash,
Please add to consultation record, the phone calls (and attempts) below.
Also add the email addresses to the public email list.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

Phone calls Sept 17 and 21:

[redacted] **(unable to reach anyone)**

[redacted] (Spoke to [redacted] and [redacted] said that there wasn't much interest in their community after David's outreach. I shared the information about the Sept 23 townhall and [redacted] said [redacted] would share that)

[redacted]

[redacted] **(unable to reach anyone)**

[redacted]

[redacted] **(unable to reach anyone)**

[redacted]

[redacted] (voice mail left)

[redacted]

[redacted] (voice mail left)



[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, September 21, 2021 1:57 PM
To: [redacted]
Subject: RE: Virtual session on Sept 23 , 2021 from 6:30 pm

Hi [redacted],

Thank you for your email.

Metrolinx is hosting virtual open house on Thursday, September 23, 2021 from 6:30 – 8:00 p.m. Community members can register for and attend this virtual, fully accessible event on www.metrolinxengage.com/dsbrt/ellesmere.

We look forward to seeing you at the event.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: September 21, 2021 12:05 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Virtual session on Sept 23 , 2021 from 6:30 pm

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How can I register for the September 23rd virtual session?
Thanks

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, September 22, 2021 12:37 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Dear [redacted]

Thank you for your email.

Metrolinx is hosting a virtual open house on Thursday, September 23, 2021 from 6:30 – 8:00 p.m. Community members can register for and attend this virtual, fully accessible event on www.metrolinxengage.com/dsbrt/ellesmere.

We look forward to seeing you at the event.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 17, 2021 9:24 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, September 17, 2021 - 21:23
Submitted by anonymous user: 162.219.176.211
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: I want to attend the September 23 virtual open house
Message:

Ho do I register?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/26832

Facebook Twitter Instagram

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, September 22, 2021 3:22 PM
To: [redacted]
Subject: FW: Stop the ellesmere line

Dear [redacted]

Thank you for your email. We appreciate your feedback.

The Durham-Scarborough Bus Rapid Transit (DSBRT) line will bring higher capacity transit to link communities, employment, schools and other major destinations along Highway 2 across the Toronto and Durham boundary. The DSBRT will allow for seamless connections with local transit networks, providing the residents of Scarborough more flexibility and choice to get where they need to go, faster and more reliably.

The corridor is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen connections between communities and employment in Durham Region and the City of Toronto. Bus Rapid Transit was identified as the preferred transit technology to link Durham and Scarborough through the 2041 Regional Transportation Plan, and the Durham-Scarborough Bus Rapid Transit Initial Business Case.

We encourage you to join Metrolinx for a virtual open house on Thursday, September 23, 2021 from 6:30 – 8:00 p.m. The project team will provide a brief presentation overviewing the most recent preliminary design plans for Scarborough, followed by a question and answer session. You can register for and attend this virtual, fully accessible event on www.metrolinxengage.com/en/dsbrt/ellesmere.

To keep informed on upcoming public engagements or to speak to a Metrloinx Community Engagement Specialist, email DSBRT@metrolinx.com or visit www.metrolinxengage.com/engagement/dsbrt.

Kind regards,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: September 16, 2021 11:19 AM
To: TorontoEast <TorontoEast@metrolinx.com>
Subject: Stop the ellesmere line

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Please stop the ellesmere line. It will hurt businesses. And the whole industrial area there. Businesses will move

Get Outlook for iOS

[redacted]

From: Margaret Parkhill
Sent: Thursday, October 7, 2021 5:05 PM
To: Yash Kulshreshtha
Subject: FW: Ajax -

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: Wednesday, October 6, 2021 1:19 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <David.Hopper@parsons.com>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: Ajax -

Good afternoon Margaret and David,

Please see the email below as per a letter sent from a constituent to the MPPs office. Could you support in drafting a response to the concerns raised. We have been asked to provide a response by EOD tomorrow (Thursday Oct 7th 2021).

Thanks in advance.

Stephen Linton

Dear Mr Phillips;

I am writing in regards to Metrolinx's Durham-Scarborough Bus Rapid Transit project. My main concern is Metrolinx's proposal to address the pinch point from Elizabeth's St to Rotherglen St in the Pickering Village.

It is my understanding that Metrolinx's plans are awaiting approval and provincial funding. As a homeowner along this corridor, I have many concerns regarding how this expansion will impact me and other property owners in this area. I would appreciate knowing what considerations will be implemented, if a go ahead is given, to ensure safe access from and to our driveways during and after construction, and what plans will be put in place to accommodate the reduction of a lane for west bound traffic.

How do you as our Provincial representative plan to ensure that there will continue to be safe access to and from Kingston Rd ? Do you plan to ask for input from the people who reside or own businesses along this corridor before a final decision is made? Will you, as our local representative, and Metrolinx's keep us informed throughout the process? Does Metrolinx or the Provincial government plan to do a proper review of traffic flow through this corridor? Are you and Metrolinx planning to hold live or virtual Public Zoom Meetings to allow input and facilitate a mutually agreeable process will be followed?

While I realize change is not always easy or appreciated, I do hope Metrolinx, our Provincial Government and you, as our provincial representative, have investigated how this change of lane changes and expansion, one lane for west bound traffic, two lanes for east bound traffic and two bus lanes between, will affect traffic flow and property owners, It is my understanding that Metrolinx did a Traffic Flow Study around June 2020 at the height of Covid stay at home policies. Is a second review planned now that traffic is almost back to normal?

I strongly encourage you, as our provincial representative, to review this request by Metrolinx for funding and approval of the present proposal and to insist that another more realistic study of traffic flow be required With a more current and realistic study of Metrolinx's present proposal and probable consequences, i believe a more viable solution to Metrolinx's wants can be found and that this can be done with little or no adverse effects to historic Pickering Village, it's businesses, residents and the hundreds of vehicles who use this corridor on a daily basis.

For example : Has Metrolinx thought of widening White's Road south or Liverpool in the City of Pickering to Bayly and using Bayly for its thoroughfare This could easily be done with very little interruption to businesses and the few houses along Bayly. Bayly would accommodate Metrolinx's buses with little or no conflict with the present traffic flow. This would allow easier access to the Pickering and Ajax terminals and accommodate better bus flow in all directions.

I believe this would be a more economical solution and a win-win for everyone.

Kingston Rd would remain as is. a roadway accommodating the present traffic flow, would act as an alternate route when the 401 is blocked and would continue to respect the historic nature of the Pickering Village.

Thank you for your time. I look forward to hearing from you at your earliest convenience regarding this matter.

Sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Friday, October 8, 2021 10:14 AM
To: [redacted]
Cc: Stephanie Cardenas
Subject: RE: Presentation Deck & Meeting Follow-up

Follow Up Flag: Follow up
Flag Status: Flagged

H[redacted]

Thank you for this. Should there be anything in the future, or the [redacted] would like to meet with the project team again, please let me know.

I'll be in touch early next week with details around our upcoming Transit Project Assessment Process (TPAP) and Public Information Centre #4 details.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From [redacted]
Sent: October 6, 2021 4:02 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

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Hi Jocelyn,

No, there was really no further information. One trustee did reiterate her concern about losing part of Celebration Square and the impact that would have on programming (not necessarily library programming but other uses like the Farmers' Market).

[redacted]

[redacted]

[redacted]

[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Wednesday, October 6, 2021 1:54 PM
To: [redacted]
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

Hello [redacted]

Hope September treated you well!

Were any follow-up comments/questions provided by the [redacted] during your September meeting?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: August 18, 2021 2:54 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

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Hi Jocelyn,

I am sorry for the delay but I had wanted to check in with our [redacted] about his expectations for follow-up. I will give a verbal update to the [redacted] at our September meeting and let them know that future communication will go through me and they are welcome to send any questions/comments and I will send them to you. I expect you may have some need for consultation as you get into detailed design and it would be great to come back to the [redacted] at that time to present the draft.

Will that work for you?

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From: Jocelyn Stenner [mailto:Jocelyn.Stenner@metrolinx.com]
Sent: Wednesday, August 18, 2021 2:36 PM
To: [redacted]
Cc: Stephanie Cardenas
Subject: RE: Presentation Deck & Meeting Follow-up

Hello [redacted]

Hope all is well – just checking in again to see if there might be a date in September that might work to provide any additional feedback/site considerations to the project team and consultant?

Have a lovely afternoon!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: Jocelyn Stenner
Sent: August 10, 2021 9:37 AM
To: [redacted]
Cc: Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

Hi [redacted]

You are more than welcome.

Do you have a sense of when you'd like a follow-up meeting in September to provide any additional feedback/site considerations to the project team and consultant?

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: [redacted]
Sent: August 3, 2021 12:55 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: RE: Presentation Deck & Meeting Follow-up

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Thanks so much, Jocelyn.

[redacted]

[redacted]

[redacted]

[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, July 29, 2021 3:48 PM
To: [redacted]
Subject: FW: Presentation Deck & Meeting Follow-up

Hi [redacted]

Resending the below and attached.

Please let me know if you need anything else.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

Vacation Alert: I will be away August 3-6, 2021 returning Monday, August 9.

From: Jocelyn Stenner
Sent: July 16, 2021 11:07 AM
To: [redacted]
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: Presentation Deck & Meeting Follow-up

Hello [redacted]

Firstly, we wanted to thank you very much for helping to coordinate the logistics for our meeting on July 14th – we were so pleased to be able to speak with yourself, management and members of the [redacted].
As promised, please find a PDF copy of presentation deck attached that can be shared with attendees.

[redacted]

Please let us know when might be a good time in September to reconvene to work through some of the logistical considerations i.e. events, access routes etc. that were discussed with David Hopper, Consultant Lead, Parsons.

Please don't hesitate to reach out should the [redacted] have any additional questions, comments of feedback relating to the DSBRT project.

Have a lovely weekend!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



[redacted]

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[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, October 8, 2021 10:53 AM
To: Margaret Parkhill; Kristin Demasi; Hopper, David; Marianne Alden; Yash Kulshreshtha
Subject: FW: Office of MPP Vijay Thanigasalam - FW: DSRBT

Follow Up Flag: Follow up
Flag Status: Flagged

fyi

From: DSBRT
Sent: October 7, 2021 3:24 PM
To: [redacted]
Cc: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: RE: Office of MPP Vijay Thanigasalam - FW: DSRBT

Hi [redacted]

I am just double checking that you received our response to your questions. I am sending this information along just in case it did not get to your inbox. Please see the two groups of bullets below:

- The red-asphalt BRT lanes and the raised center median remains the ultimate design.
- During the next stage of design, interim alternatives, such as painted curb lanes similar to the ones on Eglinton and Morningside, could be considered
- The red asphalt is the preferred solution to identify the portion of the roadway dedicated to public transit. This has been very successfully used on York Region's viva system and other transit priority corridors.
- The raised median is a safety measure. It limits left turns to controlled situations at signalized intersections, reducing the potential for accidents.

- Future population and employment projections are based on the Provincial Growth Plan for the City of Toronto and Durham Region. The project will connect three Urban Growth Centres identified in the Provincial Growth Plan (2019): Scarborough Centre, Downtown Pickering and Downtown Oshawa. (link: https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe [ontario.ca])
- Centenary Hospital is planning an expanded health campus at the intersection of Ellesmere and Neilson, which would include direct hospital facilities and supporting medical facilities such as lab services, ultrasound and rehabilitation along with other supporting amenities
- Pickering has proposed a vision for the downtown area between Liverpool and Valley Farm, which will see increased retail, commercial and professional services space along with an enhanced Regional shopping center and residential development.
- Oshawa has plans to revitalize the King Street corridor, encouraging expansion of existing businesses and attracting additional companies to complement the existing mix of services.
- While Whitby's plans are less intensive, there are development applications underway to add retail and commercial space to complement the existing downtown businesses and support the increased residential development in the corridor
- Generally each of the major growth centers are looking to attract all types of businesses, in a range of specialties and office sizes, to augment the development already in place. Emphasis on street front retail, professional services and general commercial uses are included in the plans approved by each local municipality. The exact

mix will vary along the corridor to support the level of residential development and complement the existing development.

Regards,
Carmen Rapati
Metrolinx Community Relations

From: [redacted]
Sent: August 5, 2021 11:14 AM
To: Borovilos, Tas <tas.borovilos@pc.ola.org>
Subject: Re: Office of MPP Vijay Thanigasalam - FW: DSRBT

Hi Tas,
Thank you for your prompt response.
Does this mean that Metrolinx has now abandoned the plan of curbed bus lanes on Ellesmere between Military Trail and Meadowvale? Do they plan on having red bus/bike lanes?
Could you give me some examples of the companies which will be providing the estimated 66,000 additional jobs before 2041, apart from colleges and university campuses?
Thank you.
[redacted]

On Thu, Aug 5, 2021 at 10:08 AM Borovilos, Tas <tas.borovilos@pc.ola.org> wrote:

> Good morning [redacted]
>
> Thank you for your feedback regarding the DSBRT project.
>
> When the future expansion of the transit network is considered, community feedback is important, valued and must be heard.
>
> The Durham-Scarborough Bus Rapid Transit ("the BRT") route is a proposed 36km bus corridor between Durham Region and Scarborough, connecting with TTC services at Scarborough Town Centre and the UTSC site, including the future 3-stop Scarborough Subway. The corridor is expected to have more than 215,000 additional residents and 66,000 jobs by 2041. BRT will aid in connecting the Durham-Scarborough communities by improving travel times and increasing bus arrival reliability, by way of constructing a dedicated laneway separate from traffic.
>
> At this time, MPP Thanigasalam will always ensure that his constituent's voices are heard on the issues that matter the most to them.

That is why he's in constant communication with Metrolinx and the Ministry of Transportation and will continue to do so throughout the project development process for the DSBRT.

He understands and recognizes the unique character of the Highland Creek Community, and to that end, is actively engaged with the Highland Creek Community Association and meets with their executive members on this issue regularly.

The area along Ellesmere Road from Military Trail to Kingston Road, including the Highland Creek area, was identified as an area requiring detailed study.

We have seen results so far of the community's advocacy – Metrolinx has re-evaluated and changed the preliminary design for Ellesmere Road from Military Trail to Meadowvale Road. The design now proposes to convert two lanes to bus-only and maintain one lane for general traffic in each direction. This will reduce the overall project footprint and reduce impacts to the community.

Other changes to the preliminary design for Ellesmere Road based on feedback from stakeholders and the public, and in consultation with City of Toronto staff includes:

- A recommendation new wider sidewalks and new cycle tracks will be installed on both sides of Ellesmere Road. Opportunities for new street trees and other streetscape features will be available. This design also provides a smaller footprint through the Highland Creek community with fewer impacts to trees, properties and utility poles.

- A recommendation for new traffic signal at Ellesmere Road and Muirbank Road, located east of Meadowvale Road, to facilitate driveway access

Further, Metrolinx plans on meeting with HCCA again and will offer to arrange a regular meeting schedule to the end of 2021 to continue the conversation. Also, Metrolinx will continue to consult with the community, stakeholders, elected officials and municipal and regional partners to fine tune the project through the detail design stage. The latest refinements reflect the valuable feedback they have received through their most recent public and stakeholder engagements.

Lastly, we encourage all constituents to voice their concerns to Metrolinx, as these concerns form the public record and are reviewed regularly by Metrolinx staff. Residents can stay up-to-date by signing up for the project mailing list dsbrt@metrolinx.com or by visiting the project website www.metrolinxengage.com/dsbrt.

There will always be opportunities to voice your concerns and provide feedback on the proposed project to Metrolinx. If you have any questions or concerns, please feel free to contact us at any time.

We understand the concerns residents have with this project and will certainly continue to advocate on the residents behalf.

In the meantime please let me know if I may forward your email with your concerns to Metrolinx and Ministry of Transportation for their review.

Have a great day.

Warmest regards,

Mr. Tas Borovilos

Case Manager

Office of MPP Vijay Thanigasalam

Scarborough - Rouge Park

416-283-8448

From: [redacted]
Sent: August 4, 2021 9:15 PM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Fwd: DSRBT

---------- Forwarded message ---------
From: **Brett McCandless** <Brett.McCandless2@toronto.ca>
Date: Wed, Aug 4, 2021 at 11:12 AM
Subject: RE: DSRBT
To: [redacted]

Hello [redacted]

The specific questions in your email would be best directed to the Provincial MPP as this is a provincial project being led by Metrolinx. His contact information is:

MPP Vijay Thanigasalam

416-283-8448

vijay.thanigasalam@pc.ola.org

We have heard the concerns of Highland Creek residents regarding Metrolinx's proposal for a Bus Rapid Transit (BRT) route with curbed centre lanes along Ellesmere.

The Durham-Scarborough BRT is a provincial project by Metrolinx, the City of Toronto is not a co-proponent. However, Councillor McKelvie is committed to working with the community to have their concerns heard by the provincial government and Metrolinx as they move forward with this proposal.

In response to the community concerns our office has heard, Cllr McKelvie brought forward a Members Motion to Toronto Council, seconded by Mayor Tory, urging Metrolinx to consider design alternatives through Highland Creek. The motion requests Metrolinx to:

a. Further engage the Highland Creek Community to fully understand and resolve their opposition to a curbed centre median for the Durham-Scarborough Bus Rapid Transit;
b. Consider and evaluate design alternatives, without a curbed centre median, for the Durham-Scarborough Bus Rapid Transit along Ellesmere Road from Kingston Road to Military Trail; and
c. Report back to the community on Durham-Scarborough Bus Rapid Transit design alternatives as part of its next phase of community consultation.

The motion Councillor McKelvie brought forward, calling on Metrolinx to consider design alternatives to the Durham-Scarborough BRT passed successfully, 23-1 by City Council.

Cllr McKelvie wants to thank those who submitted comments in favour of this motion, and to those who have reached out to our office expressing their concerns with this provincial project.

If you don't already receive it, please let me know if you would like to be signed up to receive our e-newsletter and I will add you to my mailing list.

Thank you,

Brett Olivia McCandless

Advisor – Constituency & Stakeholder Relations

Brett.McCandless2@toronto.ca

416-338-3771

Office of City Councillor Jennifer McKelvie

Ward 25, Scarborough-Rouge Park

Stay up to date and follow us here!

www.jennifermckelvie.ca



From: [redacted]
Sent: July 29, 2021 2:30 PM
To: Councillor McKelvie <Councillor_McKelvie@toronto.ca>
Subject: DSRBT

Dear Councillor McKelvie,

I have a couple of questions about the DSBRT which you might be able to answer.

What is the ridership supposed to be? I imagine largely workers at businesses located along Highway2. The Amazon proposal for a facility in Pickering was withdrawn; do they have plans for a different site in the area? What other businesses are there that this line would serve? Nothing will persuade General Motors workers to take the bus. The route is not convenient for Durham residents working at Amazon facilities in Scarborough.

Have you seen estimates of the number of students likely to use the service? Even if turns out to be large, I can't see that a frequency of a bus every 5 minutes would ever be justified.

Regarding the proposed dedicated central lanes from Military Trail to Kingston Rd, this would probably be the least congested section of the route anyway, so why bother? It is estimated that the curbed lanes would save perhaps 2 minutes in rush hour.

I have a sign on my lawn on [redacted] and some of my friends were surprised to see it, thinking that it looks as though I am opposed to improvements in public transit. I am not, but this is not an improvement, just an insane waste of money.

Thank you for your efforts.

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, November 1, 2021 11:47 AM
To: Yash Kulshreshtha
Cc: Marianne Alden
Subject: FW: Community Liaison Committee for DSBRT request - TorontoEastCyclists

Follow Up Flag: Follow up
Flag Status: Completed

FYI for your records.

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: October 9, 2021 2:28 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Community Liaison Committee for DSBRT request - TorontoEastCyclists

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Hello DSBRT team,

My name is [redacted]. I previously attended a meeting with this team that was joined by members from the Toronto Cycling and Pedestrian Projects unit, CycleTO Campaigns [redacted], and Scarborough Cycles Coordinator [redacted].

Near the end of the latest virtual open house, there was a mention in one of the slides that the DSBRT team would be continuing consultations and specifically, "establishing community liaison committees". **I wanted to inquire if there is any way to formally include Toronto East Cyclists as part of this committee?** We have been keeping track of this project, as well as neighbouring developments in the vicinity, and believe the DSBRT project can bring a vital connection that would become increasingly relied upon as the east end grows.

Recently, members of TorontoEastCyclists in collaboration with TTCRiders have created a petition and website (www.dsbrt.me) to provide a community-oriented resource on the benefits of the DSBRT project. Taking into consideration the stated preferences of local area councillors, TTC staff, and residents - we created a petition that aims to support the DSBRT with considerations we believe help balance transit priority and community needs. While others in the area have called for the outright cancellation of the project, TorontoEastCyclists aims to provide an alternative view that we hope to express more clearly as a member of the Community Liaison Committee in the upcoming Oct 18th meeting.

Please let [redacted] or myself know if a meeting invite could be made available to forward to other available Toronto East Cyclists members.

Thank you,
[redacted]

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Yash Kulshreshtha

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, October 28, 2021 10:11 AM
To: Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Subject: FW: ACTION: FW: Durham-Scarborough BRT

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Margaret,

Could you kindly add [redacted] to the project mailing list?

We will add to the Toronto East e-newsletter list as well.

Ty!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

From: DSBRT
Sent: October 27, 2021 3:49 PM
To: [redacted]
Subject: RE: Durham-Scarborough BRT

Good afternoon [redacted],

Thank you for your inquiry. I apologize for the delayed response.

The Transit Project Assessment Process was initiated on October 14, 2021. The draft Environmental Project Report, including the traffic study, is currently being circulated to the municipal, provincial and federal agencies involved in the project. At the end of that review, currently scheduled for early January 2022, the full EPR will be made available for public review. We will add your email to our mailing list, and will notify you when the report is ready.

Regards,
Carmen Rapati
Metrolinx Community Relations

From: [redacted]
Sent: June 11, 2021 10:52 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough BRT

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Hello,

Can you please provide the information as follows:

1. Traffic study, covering the analysis for the portion of Ellesmere;

Thanks,

[redacted]

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[redacted]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Thursday, October 28, 2021 10:14 AM
To: Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Subject: FW: Environmental Assessment

Follow Up Flag: Follow up
Flag Status: Flagged

Another one below for the project mailing list 😊

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx

METROLINX

From: DSBRT
Sent: October 27, 2021 3:57 PM
To: [redacted]
Subject: RE: Environmental Assessment

Good afternoon [redacted],

The Transit Project Assessment Process was initiated on October 14, 2021. The draft Environmental Project Report is currently being circulated to the municipal, provincial and federal agencies involved in the project. At the end of that review, currently scheduled for early January 2022, the full EPR will be made available for public review. We will add your email to our mailing list, and will notify you when the report is ready.

Regards,
Carmen Rapati
Metrolinx Community Relations

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 24, 2021 9:32 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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Submitted on Thursday, June 24, 2021 - 21:31
Submitted by anonymous user: 184.144.17.150
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Environmental Assessment
Message:
please send me copy of environmental assessment done between Military Trail eastward along Ellesmere to end loop in Scarborough, where Ellesmere meets Kingston Rd.
Thanks

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/25343

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, October 27, 2021 4:42 PM
To: [redacted]
Cc: Thanigasalam, Vijay
Subject: RE: Resident Concern: Oppose Durham-Scarborough BRT Ellesmere route

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted],

Thank you for your comment. Your opinion will be included in the public record for the project.

The project will provide benefits for everyone who lives along the corridor. The increased service levels will provide more service to allow local residents to make more trips by public transit. The project will see improved sidewalks and cycling facilities providing more active transportation opportunities in the community. When construction is complete the project will also provide a revitalized public realm. In other locations where BRT has been added the separation of buses from the general traffic lanes and the use of smart traffic signals has created benefits for all road users by smoothing traffic flow and improving road safety.

Traffic analysis undertaken for the project, which will be available as part of the final Environmental Project Report, does not indicate any significant increase in neighbourhood traffic. Some residents may change their travel patterns to adjust to the BRT lanes, but as the neighbourhood is quite self-contained this traffic is primarily generated by your local neighbours.

Alternate routes were reviewed in prior projects, as part of the both the 2041 Regional Transportation Plan and the Initial Business Case. The corridor currently being studies was found to be the most efficient and cost effective to encourage transit use and reduce the levels of future road congestion. As discussed at the meetings, the primary east-west demand in the area is for travel along the Ellesmere/Highway 2 corridor, and options that divert the service away from this corridor attract fewer future transit trips.

Regards,
Carmen Rapati
Metrolinx community Relations

From [redacted]
Sent: September 14, 2021 1:46 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Resident Concern: Oppose Durham-Scarborough BRT Ellesmere route

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Hello,

I am a long-time resident of the Highland Creek community in Scarborough, ON and I would like to express my deep opposition to the Durham-Scarborough BRT, in particular the portion that stretches on Ellesmere Road from Neilson Road to Kingston Road.

This extension does not serve or benefit my community in any way, for a project that doesn't even make any sense. You will essentially abolish left hand turns in my neighborhood, thereby making it very difficult for people to get in and out of their homes. This will push traffic to the side streets, which will increase risk for our local school children as they go to and from school and resident in general. Additionally, you have admitted you will be expropriating land in order to build these lanes while destroying our mature trees, all so you can minimally cut the transit time of people who don't even live in this community.

Who thought this was a good idea? Do you think you can just do whatever you want to us as long as you have a sham virtual meeting or a useless listening session? You people are ridiculous. We've told you we don't want this and we do not accept this! There are a million different ways you could have done this. Why don't you just make the last two lanes bus only lanes between 7am and 7pm? Or better yet, move the whole damn route to Sheppard Avenue E – there are less homes there and the streets are wide enough to accommodate additional lanes. Or go on the 401 for christ sakes.

Honestly, I've lost all faith in Metrolinx and the province. If this planned route goes through, I will never vote PC again. This is an embarrassment.

Goodday,

[redacted]

Sent from Mail for Windows

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, October 27, 2021 4:37 PM
To: [redacted]
Subject: RE: East Scarborough Transit

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted],

Thank you for your comment provided in July. I apologize for the delay in responding back to you. You are right that Scarborough needs more transit. The Durham Scarborough Bus Rapid Transit (DSBRT) is a future project that will bring BRT service through Scarborough to the Scarborough Centre. The project will provide benefits for everyone who lives along the corridor. The increased service levels will provide more service to allow local residents to make more trips by public transit. The project will see improved sidewalks and cycling facilities providing more active transportation opportunities in the community. When construction is complete the project will also provide a revitalized public realm. In other locations where BRT has been added the separation of buses from the general traffic lanes and the use of smart traffic signals has created benefits for all road users by smoothing traffic flow and improving road safety. For more information visit www.metrolinxengage.com/dsbrt.

In West Rouge, there is an automated vehicle shuttle pilot project that is underway to try out self-driving technology. More information can be found here: https://www.toronto.ca/services-payments/streets-parking-transportation/transportation-projects/automated-vehicles/automated-vehicles-pilot-projects/automated-shuttle-trial/

These are just a couple of projects and there is much more work to do.

Regards,
Carmen Rapati
Metrolinx Community Relations

Message:

Why is it you guys keep screwing Scarborough out of proper transit ,the Scarborough subway extension does nothing for the people who live east of Scarborough town centre ,it seem like you guys and the government don't care about the people in Scarborough all you guys do is talk about downtown Toronto,so thronhill is more important then Scarborough that they get a better subway system then Scarborough,it's sad and a little discriminating that you guy try and keep Scarborough down ,you and SO CALLED MAYOR TORY JUST CARE ABOUT DOWNTOWN AND WHERE YOU LIVE ,YOUR PLAN IS A DISAPPOINTMENT,AND YOU WONDER WHY YOUR RIDERSHIP IS DOWN YOUR SERVICE IS CRAP.

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, October 27, 2021 3:43 PM
To: [redacted]
Subject: Re: Toronto & West Turn Around Ellesmere Road from Grangeway Avenue to Kingston Road and Kingston Road to the Rouge Valley.

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good afternoon [redacted],

Thank you for your June 8 comment. I apologize for the delayed response. The plans for the section of Kingston Road between Ellesmere Road and Raspberry Road (just west of the Rouge River bridge) are under discussion with the MTO. The plan is to continue the median lanes through this segment. Details will be made available once we have general agreement with MTO. The segment over the Rouge Valley, between Raspberry Road and Altona Road, will operate in mixed traffic. There is adequate capacity in the is segment and there are no driveways or side streets that complicate access. Additionally as this major bridge is over the Rouge Urban National Park expanding the bridge to provide BRT lanes is not practical.

Regards,
Carmen Rapati
Metrolinx Community Relations

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 8, 2021 12:41 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, June 8, 2021 - 12:41
Submitted by anonymous user: 184.147.244.63
Submitted values are:

Your name: [redacted]

Your e-mail address: [redacted]

Subject: Toronto & West Turn Around Ellesmere Road from Grangeway Avenue to Kingston Road and Kingston Road to the Rouge Valley.

Message:

[redacted], I support the proposal. It is commuter friendly, sustainable design. It will reduce travel time for all.

Consider applying central bus only lanes for area shown between ellesemere/kingstone road (under Ministry of Transportation consideration) to Port Union road to Rough Park / up to Altona Road. Present concept plan shows one lane and Mixed traffic. Such plan will create bottleneck and its not desirable.

I support the proposal and must be implemented as soo possible.

Do not consider resistance from Highland Creek Community Association. It is NIMBY ism. Community benefit at Region level is more important than individual.

One DRT bus in central dedicated lane will replace 30 single occupancy auto (car).

Thank you for considering commuter's interests.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/24846

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, October 27, 2021 3:33 PM
To: [redacted]
Subject: RE: DSBRT Project- Concerned Resident

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon [redacted],

I apologize for the delay in responding to your May 11 email. Here is some information:

The project will provide benefits for everyone who lives along the corridor. The increased service levels will provide more service to allow local residents to make more trips by public transit. The project will see improved sidewalks and cycling facilities providing more active transportation opportunities in the community. When construction is complete the project will also provide a revitalized public realm. In other locations where BRT has been added the separation of buses from the general traffic lanes and the use of smart traffic signals has created benefits for all road users by smoothing traffic flow and improving road safety.

Traffic analysis undertaken for the project, which will be available as part of the final Environmental Project Report, does not indicate any significant increase in neighbourhood traffic. Some residents may change their travel patterns to adjust to the BRT lanes, but as the neighbourhood is quite self-contained this traffic is primarily generated by your local neighbours.

Access to the plaza is provided from Ellesmere and from Morrish. The driveway along Ellesmere will still provide right-in and right-out capability. If approaching from the west drivers will have the option to turn left to Morrish and use the north entrance, or make a U-turn on the dedicated signal phase and turn right into the driveway on Ellesmere. The U-turn movement would also provide access to the library. Exiting the library will require drivers to proceed west to the next signal before making a U-turn to travel east. Some neighbourhood drivers will also alternate routes through the local community to access the plaza and library.

Alternate routes were reviewed in prior projects, as part of the both the 2041 Regional Transportation Plan and the Initial Business Case. The corridor currently being studies was found to be the most efficient and cost effective to encourage transit use and reduce the levels of future road congestion. As discussed at the meetings, the primary east-west demand in the area is for travel along the Ellesmere/Highway 2 corridor, and options that divert the service away from this corridor attract fewer future transit trips.

The roadway east of the UTSC campus will not be widened and will remain as a four-lane roadway, with one lane in each direction for general traffic and one lane in each direction for the BRT. The proposed central median will look very much loke the traffic islands at the corner of Ellesmere and Morrish, where the traffic light poles are mounted. The median will be a typical road curb with a concrete surface between the curbs. This will not form a barrier and still permits people who choose to cross the road midblock to do so easily.

Vision Zero principles are being applied. Cycle tracks are being provided at sidewalk height, behind the road curbs to provide safety. The consolidation of left turns at dedicated left turn/U-turn locations is also part of the vision, and has been found to significantly reduce the potential for collisions along the roadway.

TTC and DRT buses will use the BRT lanes except for some limited local service along the far east end of Ellesmere. Curbside stops for this limited service is required to meet the TTC's neighbourhood walk coverage requirements.

Regards,
Carmen Rapati
Metrolinx Community Relations

From: [redacted]
Sent: May 11, 2021 3:35 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: DSBRT Project- Concerned Resident

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Hello DSBRT project committee,

I am a current resident of the [redacted] I am very concerned about the proposed BRT through Ellesmere road between meadowvale and conlins road.

I understand the need to connect Durham region to UTSC but there are alternative routes that can be used. The current route that has been suggested does not serve the needs of the local community and creates a separation barrier for those living above and below Ellesmere road. No left turns along this stretch of Ellesmere would be a nightmare for the residents of Highland creek trying to access the park, plaza (containing the medical office, pharmacy and convenience store) and the library. All residences along this stretch of ellesmere are single family homes with beautiful mature trees lining the street. Widening the road and removing these trees would make it undesirable for residents to enjoy walking along this stretch of Ellesmere. Instead of a peaceful, quiet walk that many of us enjoy we will experience noise, congestion. and safety issues for our children.

Alternative options include utilizing highway 2A through military trail or morningside avenue to UTSC for the BRT. Both of these routes would make use of pre-existing infrastructure and help revitalize the highland creek village. The second option that many others have suggested is having the BRT travel through an already widened Sheppard avenue. The BRT would be able to access Northeast Scarborough Community Centre along with many other commercial buildings.

Additionally, the proposed route through Ellesmere offers no long-term development opportunities. Given the increase in development applications around Highway 2A and Kingston Road and Sheppard Avenue, as well as the planned future Eglinton East Corridor, I believe the project committee has not provided an adequate analysis on why this route was selected aside from the desire to decrease transit time by a few minutes for students.

If alternative routes are not an option please consider decreasing the following:

- Number of lanes. We don't need 4 additional lanes for traffic as this stretch of highland creek does not have this many vehicles passing through.
- Invest in streetscape, please consider design elements that would be appealing to residents who are affected. Details and high quality investment in landscaping (e.g. planters, high quality curbside materials and sidewalk treatment).
- Please adhere to the vision zero adopted by city council. Separated bike lanes are essential for human safety.

- Ensure that the metrolinx bus lanes will be a shared resource with TTC vehicles and fairs should be integrated and equitable.

Please reconsider your current proposal and route for the BRT as this not only influences the character and liveability of HIghland Creek but also represents an opportunity to invest in much needed transit infrastructure in Scarborough.

Sincerely,
[redacted]
--
[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, November 12, 2021 12:26 PM
To: [redacted]
Subject: RE: DSBRT Inquiry

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [redacted],

We apologize for the delay in responding.

The preliminary design for the Durham-Scarborough Bus Rapid Transit project will keep Dundas Street at 5-lanes wide in front of your house at [redacted].

For safety reasons, a raised island is proposed along Dundas Street with the introduction of dedicated transit lanes. This raised island will change how drivers access unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street or driveway could continue to the next signalized intersection and make a U-turn. Left-turns and U-turns will occur at signalized intersections during a protected phase. York Region saw 51%-74% fewer collisions along vivaNext rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019).

As a result, the overall width of Dundas Street will increase. The new sidewalk will be about 2 to 4 metres (6 to 12 feet) from where it is today.

We have reviewed your driveway using a software tool called AutoTurn to see how a Light Single Unit truck could access your property. This vehicle is larger than a minivan, at 6.4 m in length with 3.4 m between the front and rear axles. The image below shows one concept that maintains access for this larger vehicle type, with space to get in and out of the vehicle between the sidewalk and house.

Note that this section of Dundas Street is not scheduled for construction until 2025 or later. So, we have time to work with you and find a solution.

We understand that this represents a change to your property. At this stage in the planning process, we are starting to work with individual property owners.

We would be happy to meet with you to better understand your parking requirements.



From: DSBRT
Sent: August 20, 2021 4:17 PM
To: [redacted]
Subject: RE: DSBRT Inquiry

Hi [redacted]

Thank you for following up.

We have connected with the project team and will get back to you as soon as we have information to share.

Thank you,

From: [redacted]
Sent: August 18, 2021 3:44 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: DSBRT Inquiry

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Hello Jocelyn,
I would appreciate your respond to my below email.
Thank you,
Best wishes,
[redacted]

From: [redacted]
Sent: Thursday, July 29, 2021 12:04 PM
To: 'DSBRT' <DSBRT@metrolinx.com>
Subject: RE: DSBRT Inquiry

Hello Jocelyn,
Thank you for your prompt reply.
I am sorry for taking us so long to respond to your email, we are preoccupied with our son's needs.
My family is concerned about Metrolinx due to my son's disability. We need enough space to maneuver the van in and out of the driveway. Would it be possible to tell us if any part and how much of the front property will be taken for the use of Metrolinx?

Thank you,
Best wishes,
[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 1:49 PM
To: [redacted]
Subject: DSBRT Inquiry

Hello [redacted],

We're pleased Tara has connected you with our team. I'm writing to you to get a better understanding of your inquiry, to see how we might be able to assist.

Looking forward to connecting.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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[redacted]

From: Margaret Parkhill
Sent: Friday, November 12, 2021 1:40 PM
To: Yash Kulshreshtha
Subject: FW: Community Liaison Committee for DSBRT request

Follow Up Flag: Follow up
Flag Status: Flagged

Please track and file – post-PIC4 consultation.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [redacted]
Sent: Friday, November 12, 2021 11:04 AM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Re: Community Liaison Committee for DSBRT request

Hi Stephen,

6pm next Tuesday will work, thanks again for setting aside some time for discussion.

Our questions are similar some of the points that the Durham Regional Cycling Coalition had brought up to IBI earlier in the year, particularly around the gap in the multi use path between Raspberry Rd and Altona Rd (Kingston Rd bridge).

Given Parks Canada upcoming work in the area with their parks improvement project, as well as the city's ongoing project to rehabilite 5 older bridges north of the area, we're concerned about how a change in traffic along the bridge would be able to navigate with cyclists/pedestrians who are expected to come off the multi use path to join that roadway when crossing the municipal borders.

Best,
Nithursan

On Fri., Nov. 12, 2021, 8:05 a.m. [redacted] wrote:

> Thanks for pursuing this important opportunity to participate in the earlier stages of planning - it's hard to get a foot in the door....
>
> On Thu, Nov 11, 2021 at 3:10 PM [redacted] wrote:
>
> > Hi Stephen,
> >
> > I've been able to confirm that Tuesday evening would work best for us.
> >
> > If you have any availability for an **evening meeting on Nov 16th**, feel free to send over a meeting invite that we can

distribute to other Toronto East Cyclists members.

Hope to talk soon,
[redacted]

On Wed, 10 Nov 2021 at 11:09, Stephen Linton <Stephen.Linton@metrolinx.com> wrote:

Good morning [redacted].

Wanted to loop back regarding this meeting. Next week Monday and Tuesday is pretty open during the day and I can do evening meetings as well.

Please let us know if you have any time on the 15th or 16th for us to connect.

Sincerely.

Stephen Linton

From: [redacted]
Sent: November 1, 2021 7:50 PM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Re: Community Liaison Committee for DSBRT request

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Hi Stephen,

Please let me know if any of the following timeslots work for you:

1a. Thurs. Nov 4th (anytime between 5 pm and 7 pm)

1b. (alternative) Thurs. Nov 4th (starting at 8:30 PM) *compared to starting at 5 pm, we may have a couple more group members available at this time
2. Friday, Nov 5th (8 AM to 9 AM)

If this week doesn't work, please let us know which dates your team would be available for.

Thanks,
[redacted]

On Fri, 29 Oct 2021 at 14:41, Stephen Linton <Stephen.Linton@metrolinx.com> wrote:

Good afternoon [redacted]

My apologies for the last minute response in terms of connecting. I am hoping we can postpone and look at some dates next week. Can you please forward some potential dates with the exception of Tuesday evening.

Once again my deepest apologies.

Sincerely

Stephen Linton(He/Him)

Senior Manager, Community Engagement, Durham

Metrolinx

(Office): 416.202.7423

(Cell): 437.243.4396

stephen.linton@metrolinx.com

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From: [redacted]
Sent: October 21, 2021 8:57 PM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; [redacted]
Subject: Re: Community Liaison Committee for DSBRT request

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Hi Stephen,

Thank you for your email. Our group would appreciate the opportunity to meet to learn more about project updates and share some of the priority items expressed by our group members.

[redacted], and I are available next Thursday evening after 7 pm, and Friday morning (Oct 29th) - if any of those times work for you, please let us know.

Best,
Nithursan

On Wed, 20 Oct 2021 at 09:43, Stephen Linton <Stephen.Linton@metrolinx.com> wrote:

Hello [redacted],

Thank you for your email.

My name is Stephen Linton, and I am the senior Manager for the Metrolinx DSBRT Community Engagement team. It is great to hear from a supporter of the DSBRT project!

As of yesterday, Thursday, October 14 2021, the DSBRT project commenced the Transit Project Assessment Process (TPAP), to study impacts and proposed mitigation strategies for the proposed Durham Scarborough BRT. The PIC #4 materials are now available on Metrolinx Engage. Once the TPAP is complete and the Environmental Project Report

is available, we'll move into the next stage of the project and begin to work to establish liaison committees. We would be happy to meet with your group at any point before those committees are formally established, to share project updates and learn more about your interest? Please let me know when you might have a few minutes to discuss.

We look forward to meeting with you and the other members of the Toronto East Cyclists group.

Sincerely,

Stephen Linton(He/Him)

Senior Manager, Community Engagement, Durham

Metrolinx

(Office): 416.202.7423

(Cell): 437.243.4396

stephen.linton@metrolinx.com

Get the latest news on what's happening in your community, subscribe!

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 4, 2022 5:22 PM
To: [redacted]
Subject: RE: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted],

There is no commitment to funding for construction at this point. The environmental assessment and preliminary design business case work will be completed by Spring 2022.

We have added you to the project email list, so you will receive future project notifications.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: [redacted]
Sent: October 25, 2021 9:42 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

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Hi Jocelyn. I am just following up on this email to get a status update. I attended a meeting in October. Currently the project states they are in the TPAP. Does this include the parking lot design concept? Please advise as to where we are in the project plan so that I do not miss the opportunity to engage regarding this very important phase of the project.

[redacted]

On Mon, 12 Apr 2021 at 14:15, DSBRT <DSBRT@metrolinx.com> wrote:

> Hello [redacted],
>
> We apologize for the delay in responding. Since our most recent public engagements, there have been numerous emails and queries that the design team has been working through.

The proposed parking lot expansion at Byron Street N and Elm Street is at the preliminary design stage. The project team is aware that there are loading and access requirements, along with existing agreements for the businesses fronting on Dundas Street that will need to be addressed as the design is advanced.

The design team will be discussing specific requirements with each business and land owner to develop the design concept and review operations.

We believe that the parking strategy we have identified can work, and we look forward to discussing the details with the commercial and residential tenants as the project moves forward.

The parking lot design concept will begin after the environmental project report (EPR) is completed, later this year or next year.

We hope this information is helpful. Please let us know if you have any other questions.

Kind regards,

JS

JOCELYN STENNER

Community & Stakeholder Relations Specialist

Toronto East – Durham

Metrolinx

O: 416.202.3900



*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: April 8, 2021 4:39 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Fwd: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion

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Hi. I am following up on my email below. I received an automated response saying I would be contacted in 10 business days; however, I have not received an email or phone call. Can you please provide an update?.

Thanks in advance.

[redacted]

[redacted]

---------- Forwarded message ---------
From: [redacted]
Date: Fri, 19 Mar 2021 at 17:27
Subject: DSBRT presentation to DWDSC on Thursday March 18 2021 - Proposed parking lot expansion
To: <dsbrt@metrolinx.com>

Hi, I attended the meeting on Thursday, where David Hopper presented to the Downtown Whitby Development Steering Committee (DWDSC) the preferred design for downtown Whitby. On page 22 of the presentation is a proposed parking lot expansion. I am the owner of 120 Dundas St W., which currently has an agreed to easement access to the back of the building for commercial deliveries, parking and residential parking. After review of the proposed expansion plan, it appears that this easement no longer exists. If this is the case I am raising this as a major concern for both the commercial and residential tenants. Please advise as to who best to discuss this proposed plan and how the easement will be maintained.

Thanks in advance.

[redacted]

[redacted]

--

[redacted]

[redacted]

--

[redacted]

[redacted]

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--

[redacted]

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, August 3, 2021 4:44 PM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi [redacted],

Thank you for your inquiry regarding accessibility.

The buses that will operate on the DSBRT are of the same general configuration as those operating on PULSE today. The accommodation of larger model scooters and other mobility devices will be looked at during the detailed design phase of work.

We recommend contacting the DRT Specialized Services to inquire about options for travel into Toronto. This will likely involve a transfer between DRT Specialized Services and TTC Wheel-Trans.

https://www.durhamregiontransit.com/en/routes-and-schedules/on-demand-specialized.aspx

Regards,

The Durham-Scarborough BRT Project Team
dsbrt@metrolinx.com
www.metrolinxengage.com/dsbrt
METROLINX

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: June 11, 2021 8:40 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

Submitted on Friday, June 11, 2021 - 20:40
Submitted by anonymous user: 2607:fea8:5c20:6565:e02c:cf7:9bb:9c7d
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Accessibility
Message:

I don't see anywhere in your new designs that speak to accessibility. I am a disabled senior. I use a mobility scooter to travel and my scooter is not accommodated by current transit buses. These buses can accommodate smaller scooters and wheelchairs but not bigger model scooters. I am a user of Durham Region Specialized Transit however it does not afford me the option of traveling to Scarborough Town Centre. Are there any proposals in your illustrious plans that will accommodate people like myself. I find that we are often overlooked in all aspects of travel, business access and a host of others barriers.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/25053
[can01.safelinks.protection.outlook.com]

ction.outlook.com] [can01.safelinks.protection.outlook.com] Twitter [can01.safelinks.protection.outlook.com] [can01.safelinks.pr

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, January 17, 2022 5:14 PM
To: [redacted]
Subject: RE: Durham bus route into Scarborough

Hello [redacted],

Thank you for your continued interest in the Durham-Scarborough Bus Rapid Transit project.

We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

Metrolinx recognizes the unique character of the Highland Creek community. In fact, the area along Ellesmere Road from Military Trail to Kingston Road was identified as an area requiring detailed study.

Our objective is to find the right solution which provides transit reliability and remains sensitive to the local context. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers.

This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

In response to previous comments from the community and stakeholders, and in consultation with City of Toronto staff, the preliminary design for Ellesmere Road was re-evaluated. From Military Trail to Meadowvale Road, the design now proposes to convert two lanes to bus-only and maintain one lane for general traffic in each direction. This will reduce the overall project footprint and reduce impacts to the community.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

-----Original Message-----
From: [redacted]

Sent: September 14, 2021 5:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham bus route into Scarborough

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Looking at the proposal, correct me but it appears that the buses from Durham will be using one side of the road for east and west routing. The other side will be used by other motor vehicles.
It also appears to have a diving median.
If my observation is right what have the planners changed.
This still restricts the northern side of the roadway from residents to access the roadway or will the coloured pavements will allow drivers to drive on this side, turning left and right?
From the illustrations, I saw Markham Road but this is not the neighbourhood that had the concerns.
The original concerns was about proper vehicles turning accessible, your people demo was not a concern, everyone must used the proper crossing access.
Lot of money and time for no appreciable improvements if my observations are correct,

When will metro-link get it right, last night I travel from O'Connor drive turning on Eglinton Avenue east. I was going north,every street north had no turn. Sat in the traffic from Pharmacy to Warden for more than an hour. The paving Contractors had both north lanes and intersections blocked.

Going south I had to go through the golden mile plaza to get to the light that connects to O'Connor drive, with no help.

I understand why so many west end businesses lost the business and income.
Time Premier Ford step in and make it right!

Sent from my iPad [redacted]

[redacted]

From: [redacted]
Sent: Friday, February 4, 2022 11:34 AM
To: [redacted]
Subject: FW: Durham-Scarborough Bus Rapid Transit project

Follow Up Flag: Follow up
Flag Status: Completed

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 10:04 AM
To: [redacted]
Subject: RE: Durham-Scarborough Bus Rapid Transit project

Hello,

Thank you for your email.

With rapid growth in this Region over the past decade, and an expectation for this growth to continue in the future – with approximately 215,000 residents and 66,000 jobs anticipated by 2041 – travel demand along the corridor will continue to increase.

As the population grows, so will traffic and congestion. Bus rapid transit provides an alternative to car use, reducing traffic congestion, as well as greenhouse gas emissions.

Bus Rapid Transit was identified as the preferred transit technology to link Durham Region and the City of Toronto through the Durham-Scarborough Bus Rapid Transit Initial Business Case (IBC), and was identified in the 2041 Regional Transportation Plan.

Metrolinx is working with Durham Region, Durham Region Transit (DRT), City of Toronto and the Toronto Transit Commission (TTC) on the planning and design of this rapid transit corridor.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: September 23, 2021 10:30 PM

To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit project

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Hello, I lived on [redacted] for 26 years and is quite disturbed of this insane project.

The proposed Pulse Service along Ellesmere Road would be a destruction to the West Hill community. I cannot believe this is happening, Kingston Road and Morningside is like a Parking lot anytime of the day. Who paints a road RED ??? one winter and its going to look horrible, then to add maintenance would force road closure – like seriously, wouldn't a sign do ? what a waste of tax payers money.

Did MetroLinx really thought this through, added more lanes on Ellesmere for these Pulse busses would benefit who ? University of Toronto knows they catered to foreign studients who rents/lives in close proximity to campus and given the student housing center U of T is building would eliminate much need for transit, so again my question – what is the benefit ? only a few outside riders? the Pulse busses now are almost empty, even before Covid....I see them everyday, its rather interesting that U of T's position on this so called plan is quite neutral.

Metrolinx is well know for their inability and failures, remember the UP express Rail (Union station to Pearson) It only took them 3 years to realized that the payment structure they imposed was completely out of sync with reality, and now this project would involved removing over a hundred matured trees add stress, restriction and confusion to homeowners on Ellesmere – now everyone is trying to sell their houses and fled the beautiful West Hill neighbourhood they lived for many years and for what ????

With 7 schools already in the community, people are prone to dropping and picking up students now so this project will not change that – the 401 highway to the north and Kingston Rd to the south are getting more busy everyday increasing pollution and now we want to turn Ellesmere into another traffic polluter...

This is stupidity to the highest level... no alteration whatsoever should be done, PULSE can use the current roads.

The policy/guidelines for home owners to remove trees is quite tedious, but its ok for MetroLinx to destroy a wonderful neighbourhood.

I will support a community legal action against Metrolinx who supports this project for causing Community destruction, forcing senior citizens out of their homes causing additional mental stress.

Regards,

[redacted]

Sent from Mail for Windows

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[redacted]

From: [redacted]
Sent: Friday, February 4, 2022 11:33 AM
To: [redacted]
Subject: FW: Better pedestrian lights

Follow Up Flag: Follow up
Flag Status: Flagged

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 9:59 AM
To: [redacted]
Subject: RE: Better pedestrian lights

Hello,

Thank you for your email,

The traffic study will provide information on traffic impacts. Generally, the traffic lights will control traffic the way they do today, but with the buses in dedicated lanes traffic flow will be improved. The buses will also "talk" to the traffic signals through an ITS system to allow the signals to change dynamically to keep them on schedule. This has no impact on traffic flow.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: September 23, 2021 6:17 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Better pedestrian lights

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I believe that proper pedestrian lights to cross any roadway should be a high priority. We all know,no driver today is paying any attention to signage.Before the next fatality occurs on our streets as winter approaches this would be a great opportunity to test proper lighting for anyone attempting to cross traffic to catch a bus.
Concerned Scarborough resident [redacted]

Sent from Rogers Yahoo Mail on Android
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[redacted]

From: Yash Kulshreshtha
Sent: Friday, February 4, 2022 11:34 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 10:19 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello,

Thank you for your email.

With rapid growth in this Region over the past decade, and an expectation for this growth to continue in the future – with approximately 215,000 residents and 66,000 jobs anticipated by 2041 – travel demand along the corridor will continue to increase.

As the population grows, so will traffic and congestion. Bus rapid transit provides an alternative to car use, reducing traffic congestion, as well as greenhouse gas emissions.

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Metrolinx is working with Durham Region, Durham Region Transit (DRT), City of Toronto and the Toronto Transit Commission (TTC) on the planning and design of this rapid transit corridor.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 28, 2021 8:07 PM

To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, September 28, 2021 - 20:07
Submitted by anonymous user: 2607:fea8:30df:a8b0:e08f:f96a:e274:7d0f
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Durham Scarborough BRT feedback
Message:

I've reviewed the plans provided in some detail. Frankly, I see absolutely no benefit from this project other than to employ people. I do see a lot of disadvantages. Traffic on this road, even with the buses, is not bad or heavy, even during the heaviest periods that I have observed. I see no reason to make any changes. Durham buses can use the existing lanes just as effectively as the TTC. If any action might be taken, it might be to simply widen the road from Morningside to McCowan.
The proposed plan looks like another St. Clair Ave West disaster. In my opinion St Clair Ave W has been made dangerous to everyone. It is confusing for drivers and mistakes often happen. I can only imagine that accidents are frequent and delay the transit system more often than traditional roads. How often are pedestrians hurt? I see no difference in the design of the DSBRT.
The recent changes to Kingston Road and Morningside are providing questionable

benefits. Traffic is far more congested because of the reduced number of lanes. People sometimes ignore the rule that you cannot drive on the red portions of the road so that they can jump ahead. This causes anger in other drivers and an accident just waiting to happen. I do not believe the rules are being enforced as there are insufficient police to monitor this and I would think that it would be quite a low priority if they did observe a rule breaker. Such a waste of time and tax payor money.

All this type of design does is make it more difficult for drivers and pedestrians to get around the city. It makes the city less friendly overall. It takes money out of the pockets of tax payors who realize little, if any, benefits. The city seems to be trying to "encourage" people to use cars less frequently and the transit system more frequently. I do not believe this is working. Rather, I will continue to drive (as will most others).

Note: I was a daily user of the TTC for 29 years. I've used the buses, and could not stand them. I stopped using buses after a few years. I started driving to the subway and proceeded with the TTC when I could take a subway - it's the only way to provide massive transit to the public - in my opinion. After using the TTC I used GO Transit trains for the last 5 years that I was a transit user. No buses. To this day, if I want to head downtown, I will either drive, take a GO train or take the subway. As driving becomes more difficult with these "wonderful" new transit plans being initiated, I've chosen to take my business to Pickering or Markham - places where my drive is not hampered by the new surface transit designs.

The bottom line... I'm not impressed and very unhappy about the use of tax payor money to pay for such useless changes to the infrastructure.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/27368

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[redacted]

From: [redacted]
Sent: Friday, February 4, 2022 11:34 AM
To: [redacted]
Subject: FW: Rapid bus service Durham

Follow Up Flag: Follow up
Flag Status: Flagged

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 10:12 AM
To: [redacted]
Subject: RE: Rapid bus service Durham

Hi [redacted]

Thank you for you email.

With rapid growth in this Region over the past decade, and an expectation for this growth to continue in the future – with approximately 215,000 residents and 66,000 jobs anticipated by 2041 – travel demand along the corridor will continue to increase.

As the population grows, so will traffic and congestion. Bus rapid transit provides an alternative to car use, reducing traffic congestion, as well as greenhouse gas emissions.

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Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: [redacted]
Sent: September 25, 2021 5:40 AM
To: DSBRT <DSBRT@metrolinx.com>

Cc: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Rapid bus service Durham

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Do not destroy a community and the peace of the people living along Ellesmere. Create designated lanes along the 401. Stop this nonsense!

[redacted]

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[redacted]

From: [redacted]
Sent: Friday, February 4, 2022 11:33 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 9:50 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted],

Thank you for your email.

With rapid growth in this Region over the past decade, and an expectation for this growth to continue in the future – with approximately 215,000 residents and 66,000 jobs anticipated by 2041 – travel demand along the corridor will continue to increase.

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Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

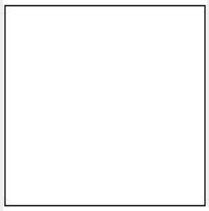
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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 15, 2021 3:42 PM

To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, September 15, 2021 - 15:41
Submitted by anonymous user: 184.144.70.157
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Highland Creek Village - Reroute Buses
Message:

The proposed Metrolinx plan for Highland Creek has to STOP. Rerouting the buses should be a priority! Do not destroy the village of Highland Creek! There are other viable options that should be considered other than going through Highland Creek!

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/26665

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[redacted]

From: [redacted]
Sent: Friday, February 4, 2022 11:34 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Completed

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 10:08 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted],

Thank you for your email and for your support of the DSBRT project!

Metrolinx is committed to engaging with the community as we work to move this important transit project forward.

Sincerely,

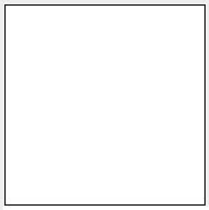
STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

METROLINX

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 24, 2021 3:03 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, September 24, 2021 - 03:02
Submitted by anonymous user: 198.84.191.184
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: I strongly support this project
Message:

Hello,
I am a local resident and strongly support this project. It makes the road a lot safer and better for everyone involved. The bus and safe cycling infrastructure (dedicated protected bike lanes) are key.
I realize that some people are opposed to this, however, they are not looking at the bigger picture and being NIMBYs. This will make Ellesmere an overall better street for the future.
Thanks.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/27223

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[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, February 4, 2022 9:45 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Thank you for your email.

With rapid growth in this Region over the past decade, and an expectation for this growth to continue in the future – with approximately 215,000 residents and 66,000 jobs anticipated by 2041 – travel demand along the corridor will continue to increase.

As the population grows, so will traffic and congestion. Bus rapid transit provides an alternative to car use, reducing traffic congestion, as well as greenhouse gas emissions.

Bus Rapid Transit was identified as the preferred transit technology to link Durham Region and the City of Toronto through the Durham-Scarborough Bus Rapid Transit Initial Business Case (IBC), and was identified in the 2041 Regional Transportation Plan.

Metrolinx is working with Durham Region, Durham Region Transit (DRT), City of Toronto and the Toronto Transit Commission (TTC) on the planning and design of this rapid transit corridor.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 10, 2021 6:25 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, September 10, 2021 - 18:24
Submitted by anonymous user: 192.252.161.119
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Special bus lines
Message:

Whose dumb idea was that. Screw up out traffic ,so Oshawa and Whitby will L save time.,?
So all the locals are screwed traffic wise.
,maybe why not just put a railway track for them special?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/26526

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[redacted]

From: [redacted]
Sent: Tuesday, February 22, 2022 11:32 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, February 22, 2022 11:22 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted]

At any transition point in or out of median lanes, there would be an appropriately designed transition zone. A sample of this approach can be seen at the UTSC campus in Appendix A1.1 (Sheet: TOR_14 and TOR_15) of the DSBRT Environmental Project Report (https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-environmental-assessment).

BRT stops in Pickering Village are proposed at Church Street and at Rotherglen Road. You can review the stop locations using the interactive map at www.dsbrtmap.ca.

We understand you have questions about the impacts to your property. At this time, the best available information is the preliminary engineering design. The Ajax plan and profile drawings are available on the project website. The design at Rotherglen Road is shown on page 5 of this PDF :
https://www.metrolinxengage.com/sites/default/files/dsbrt_epr_appendixa1.3_ajaxdesign.pdf

As noted in our email of February 8, the extent of property impact will be confirmed through the detailed design process. Consultation with property owners will occur as the project proceeds to detail design.

To stay up-to-date on the project we encourage you to subscribe to our Toronto East and Durham Region e-newsletter(s) here: https://metrolinx.us4.list-manage.com/subscribe?u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 29, 2021 4:52 PM

To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, September 29, 2021 - 16:52
Submitted by anonymous user: 207.164.220.226
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Road widening through Pickering Village
Message:

I like the shared curb lane alternative. How is the transition from 2 centre lanes to 2 curb lanes proposed to be accomplished? What would the transit stops in the Village look like and where would they be located?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/27441

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[redacted]

From: [redacted]
Sent: Tuesday, February 22, 2022 11:37 AM
To: [redacted]
Subject: FW: Form submission from: Contact the DSBRT Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, February 22, 2022 11:34 AM
To: [redacted]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [redacted],

Thank you for your e-mail.

MTSAs are defined in the Provincial Growth Plan as "*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*" There are eight MTSAs proposed within Durham, four of which will be established along the future GO East extension to Bowmanville at Thornton's Corners, Ritson Road, Courtice, and Bowmanville. The four existing MTSAs are located around the Pickering, Ajax, Whitby and Oshawa GO train stations.

You can read more about Durham Region's proposed policy directions for MTSA's here: https://www.durham.ca/en/regional-government/resources/Documents/Council/Reports/2020-Committee-Reports/Planning-and-Economic-Development/2020-P-27.pdf

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October 12, 2021 2:52 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 12, 2021 - 14:52
Submitted by anonymous user: 209.29.119.194
Submitted values are:

Your name: Anonymous
Your e-mail address: [redacted]
Subject: MTSA - BRT
Message:

Will these BRT areas be delineated as MTSA's in future policy?

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/820/submission/27801

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[redacted]

From: [redacted]
Sent: Tuesday, February 22, 2022 11:33 AM
To: [redacted]
Subject: FW: Road widening along Kingston Rd. W. in Pickering Village

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, February 22, 2022 11:26 AM
To: [redacted]
Subject: RE: Road widening along Kingston Rd. W. in Pickering Village

Hello [redacted],

Thank you for your e-mail.

The first design concept proposed no widening of Highway 2 between Rotherglen Road and Elizabeth Street, to minimize impacts to private property and the Heritage Conservation District. In response to that concept, we heard concerns about traffic congestion from the public and Town of Ajax staff.

The design through the Pickering Village area balances heritage, traffic capacity, and transit priority through a five-lane cross section. This will require widening the road by one lane. Property impacts have been investigated and while it does bring the road and sidewalk closer to the buildings on either side of the road, there will still be space between the building facades and the street.

For the detailed preliminary design, please see Appendix A1.3 of the DSBRT Environmental Project Report (https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-environmental-assessment).

The extent of property impact will be confirmed through the detailed design process. Consultation with property owners will occur as the project proceeds to detail design.

For more information on the project we encourage you to visit Metrolinx Engage: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit and subscribe to our Toronto East and Durham Region e-newsletter(s) here: https://metrolinx.us4.list-manage.com/subscribe?u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

From: [redacted]
Sent: October 7, 2021 3:36 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Road widening along Kingston Rd. W. in Pickering Village

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Hello,

As you can see from my signature line, I have a business located on [redacted] There have been many rumours amongst my neighbors as to whether the Metrolinx Bus Rapid Transit Project has proposed widening the road along this section of Kingston Rd. Currently, my location and many of my business neighbors, have very little room between the front of our buildings and the road and I am quite concerned that any roadway expansion would bring Kingston Rd right up to my front door.

Is there a plan to widen the road in this area?

Thanks,

[redacted]

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[redacted]

From: [redacted]
Sent: Tuesday, February 22, 2022 11:33 AM
To: [redacted]
Subject: FW: Whitby Design

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, February 22, 2022 11:31 AM
To: [redacted]
Cc: [redacted]
Subject: RE: Whitby Design

Hello [redacted],

Thank you for your inquiry.

In Whitby, between Byron Street and Brock Street, the preliminary design includes one westbound lane, which will be for buses and general traffic, and two eastbound lanes (one dedicated for buses only and one for general traffic). This configuration was developed during several rounds of consultation and meetings with Town staff, local businesses and residents, the travelling public, and Durham Region Transit. The preliminary design will create space for wider sidewalks in Downtown Whitby, while providing transit priority and maintaining vehicle access.

The website includes an archive of previous design options, so you may have been referencing an older concept. A recording overviewing the current preliminary design can be found here: https://www.metrolinxengage.com/en/dsbrtLIVEMay20

You can find the detailed preliminary design of the area in Appendix A1.4 (Sheet: WHT_10) of the DSBRT Environmental Project Report (https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-environmental-assessment). Or use our interactive map to see the design: www.dsbrtmap.ca.

Consultation with property owners will occur as the project proceeds to detail design. If any property needs are identified, formal negotiations will be initiated.

For more information on the project we encourage you to visit Metrolinx Engage: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit and subscribe to our Durham Region e-newsletter here: https://metrolinx.us4.list-manage.com/subscribe?u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: October 7, 2021 8:18 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [redacted]
Subject: Whitby Design

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Hi: we own 2 properties on the [redacted]. During information sessions with downtown business and property owners a design with a combined westbound Bus/Car lane, a dedicated car eastbound lane and an enhanced pedestrian zone on the north side were presented. I just received an undetailed notice regarding information sessions coming up in October and went to your website to look at the design drawings and they seem to have changed and now show no traffic lanes in that block, a platform on the north side and an enhanced pedestrian zone on the south side. If that is the case, it was done with no notification to downtown property and business owners. Can you please clarify for me asap?

Thanks. [redacted]

[redacted]

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[redacted]

From: [redacted]
Sent: Tuesday, February 22, 2022 11:23 AM
To: [redacted]
Subject: FW: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, February 22, 2022 11:18 AM
To: [redacted]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hello [redacted]

Thank you for your inquiry.

That is correct, Spall Court and other unsignalized side streets are proposed to operate as right-in/right-out only. This design is implemented to improve safety for all road users and ensure transit reliability. York Region has found collisions are reduced by more than 50% with this configuration (see page 21 of http://www.vivanext.com/PDFs/Corp/YRRTC_Annual_Report_2019.pdf).

To travel eastbound, you would turn right and make a U-turn at Conlins Road. This U-turn will be easier to make with bus lanes in the centre of the road, which increases the turning distance. This U-turn also be safer because the traffic lights will have a dedicated "green arrow" traffic signal phase.

In previous stages of the project, a range of potential solutions were reviewed and assessed. There were several reasons curb lanes were not preferred including:

- Mixing traffic and buses in the curb lane creates friction that slows down both traffic and buses. Centre-median bus lanes will carry more people, more efficiently than curb lanes.
- Conflicts with turning cars in and out of driveways across the bus lanes. Centre-median bus lanes will improve the overall safety performance of the road for all road users.
- Centre-median bus lanes allow emergency vehicles to bypass general traffic.

To prepare for future growth in Scarborough, and to avoid more road congestion, the plan is to introduce transit lanes to increase the people-carrying capacity of Ellesmere Road.

In the Environmental Project Report (page 8-3), Metrolinx has made a commitment to "conduct a Safety Audit of the preliminary design of Ellesmere Road from Military Trail to Kingston Road, including considering and evaluating design alternatives without a curbed centre median. Explore recommendations from the Safety Audit with City of Toronto Transportation Services for potential refinements to the design". Metrolinx will also "Explore design refinements to optimize the section of Ellesmere Road between Conlins Road and Kingston Road. Optimization of this section may include consideration of new traffic signals with left-turn/U-turn capacity, new protected pedestrian crossings, additional safety improvements, median design solutions, additional local transit stop locations and integration of the BRT stops to support local transit operations."

For more information on the project we encourage you to visit Metrolinx Engage: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit and subscribe to

our Toronto East and Durham Region e-newsletter(s) here: https://metrolinx.us4.list-manage.com/subscribe?u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 23, 2021 8:21 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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Submitted on Thursday, September 23, 2021 - 20:21
Submitted by anonymous user: 99.227.245.72
Submitted values are:

Your name: [redacted]
Your e-mail address: [redacted]
Subject: Development Section #3/Pinch Point #1 inquiry
Message:

If I as a resident with a car, live on a street that connects to [redacted] am I forced to only take a right turn out of my street onto Ellesmere road when this project is to be completed?

What if I want to head eastward towards Meadowvale? Do I have to go westward just to make a U-Turn at the Conlins traffic light and head east? I currently have the ability to freely make a left turn, so why is my freedom of choice of direction being impacted here? Why does whomever leads this project design insist upon central median lanes and refuses to recognize that a curbside option would be a more viable solution here to not ruin the current and future vehicle flow. There is no problem in this area in regards to traffic and bus ridership/efficiency, so why create an issue when there is none to be had?

I understand the need for interconnectivity within this city and I approve of the idea you have as a whole, but in it's minute details and execution, I believe you are failing, particularly with this area. Obviously I am biased as I am a resident here and have been for the past 11 years, but the central median plan for this area doesn't seem to be of any benefit to the residents who live here.

The results of this submission may be viewed at:
https://www.metrolinxengage.com/en/node/522/submission/27217

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From: [redacted]
To: [redacted]
Subject: FW: DSBRT Inquiry
Date: Wednesday, February 23, 2022 3:48:50 PM
Attachments: image005.jpg
image003.png
image004.png

[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, February 23, 2022 2:27 PM
To: [redacted]
Cc: 'david.dunn@durham.ca' <david.dunn@durham.ca>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: DSBRT Inquiry

Hello [redacted],

For this segment of the corridor detail design work has not commenced.

Tentative construction timelines are as follows – construction of median transit lanes in Pickering will begin in the spring of 2023, through the segments of Dixie to Bainbridge and Steeple Hill to Delta. The remaining segments of Kingston Road in Pickering will follow, with completion anticipated in summer 2027.

I've looped in the Project Manager, Kristin Demasi from Metrolinx and David Dunn from the Region of Durham who can assist with connecting you to the Project Manager from the Region to discuss timing for a site meeting.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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From: [redacted]
Sent: November 26, 2021 3:39 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: RE: DSBRT Inquiry

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Following up of your below email, I look forward to meeting with you for explaining to me and to better understand my parking requirement due to the Metrolinx project.
I will make myself available at any day or time.
Thank you,
[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, November 12, 2021 12:26 PM
To: [redacted]
Subject: RE: DSBRT Inquiry

Hi [redacted],

We apologize for the delay in responding.

The preliminary design for the Durham-Scarborough Bus Rapid Transit project will keep Dundas Street at 5-lanes wide in front of your house at [redacted].

For safety reasons, a raised island is proposed along Dundas Street with the introduction of dedicated transit lanes. This raised island will change how drivers access unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street or driveway could continue to the next signalized intersection and make a U-turn. Left-turns and U-turns will occur at signalized intersections during a protected phase. York Region saw 51%-74% fewer collisions along vivaNext rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019).

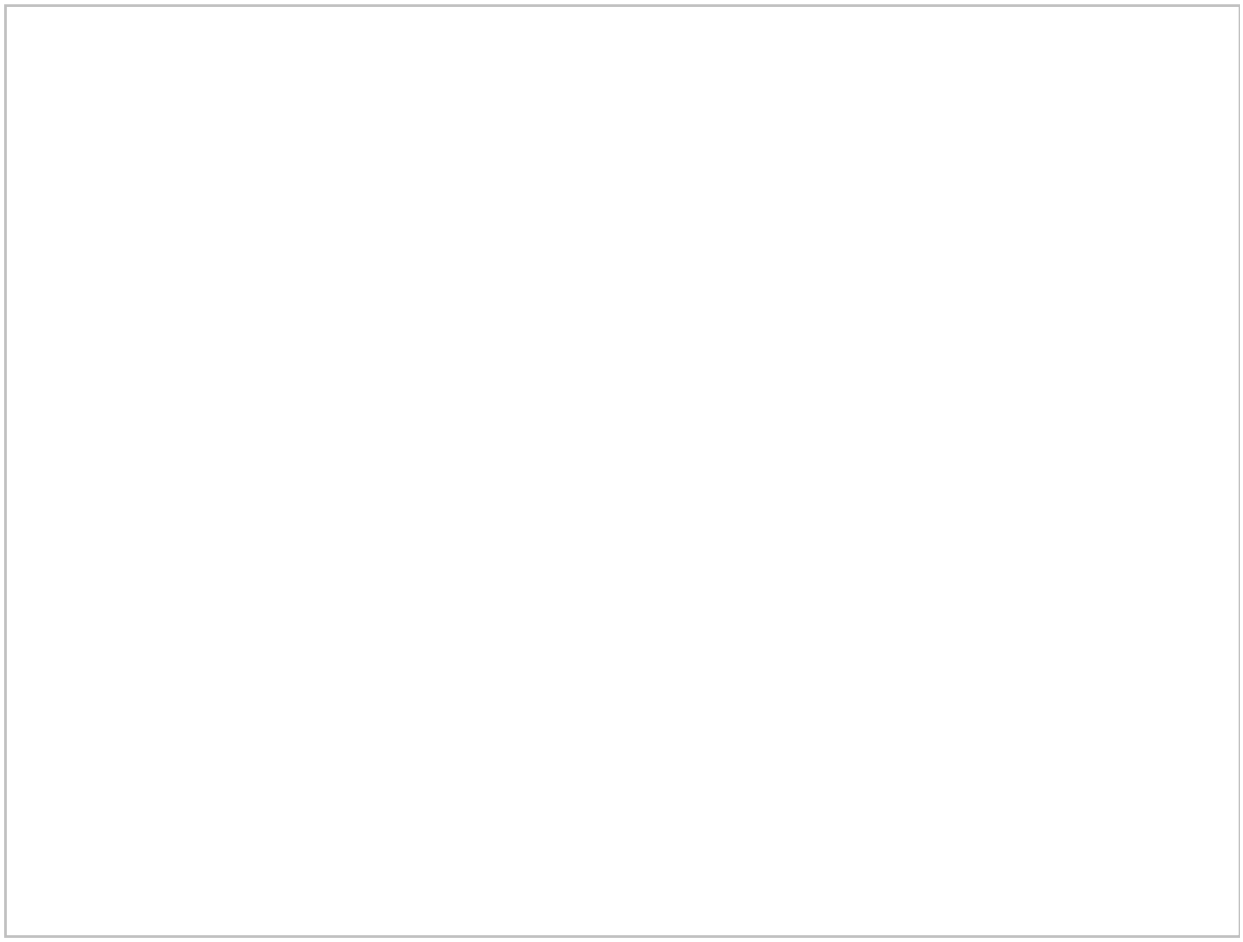
As a result, the overall width of Dundas Street will increase. The new sidewalk will be about 2 to 4 metres (6 to 12 feet) from where it is today.

We have reviewed your driveway using a software tool called AutoTurn to see how a Light Single Unit truck could access your property. This vehicle is larger than a minivan, at 6.4 m in length with 3.4 m between the front and rear axles. The image below shows one concept that maintains access for this larger vehicle type, with space to get in and out of the vehicle between the sidewalk and house.

Note that this section of Dundas Street is not scheduled for construction until 2025 or later. So, we have time to work with you and find a solution.

We understand that this represents a change to your property. At this stage in the planning process, we are starting to work with individual property owners.

We would be happy to meet with you to better understand your parking requirements.



From: DSBRT
Sent: August 20, 2021 4:17 PM
To: [redacted]
Subject: RE: DSBRT Inquiry

Hi [redacted],

Thank you for following up.

We have connected with the project team and will get back to you as soon as we have information to share.

Thank you,

From: [redacted]
Sent: August 18, 2021 3:44 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: DSBRT Inquiry

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Jocelyn,

I would appreciate your respond to my below email.
Thank you,
Best wishes,
[redacted]

From: [redacted]
Sent: Thursday, July 29, 2021 12:04 PM
To: 'DSBRT' <DSBRT@metrolinx.com>
Subject: RE: DSBRT Inquiry

Hello Jocelyn,
Thank you for your prompt reply.
I am sorry for taking us so long to respond to your email, we are preoccupied with our son's needs.
My family is concerned about Metrolinx due to my son's disability. We need enough space to maneuver the van in and out of the driveway. Would it be possible to tell us if any part and how much of the front property will be taken for the use of Metrolinx?

Thank you,
Best wishes,
[redacted]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, June 25, 2021 1:49 PM
To: [redacted]
Subject: DSBRT Inquiry

Hello [redacted],

We're pleased Tara has connected you with our team. I'm writing to you to get a better understanding of your inquiry, to see how we might be able to assist.

Looking forward to connecting.

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

*If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter **here**.*

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