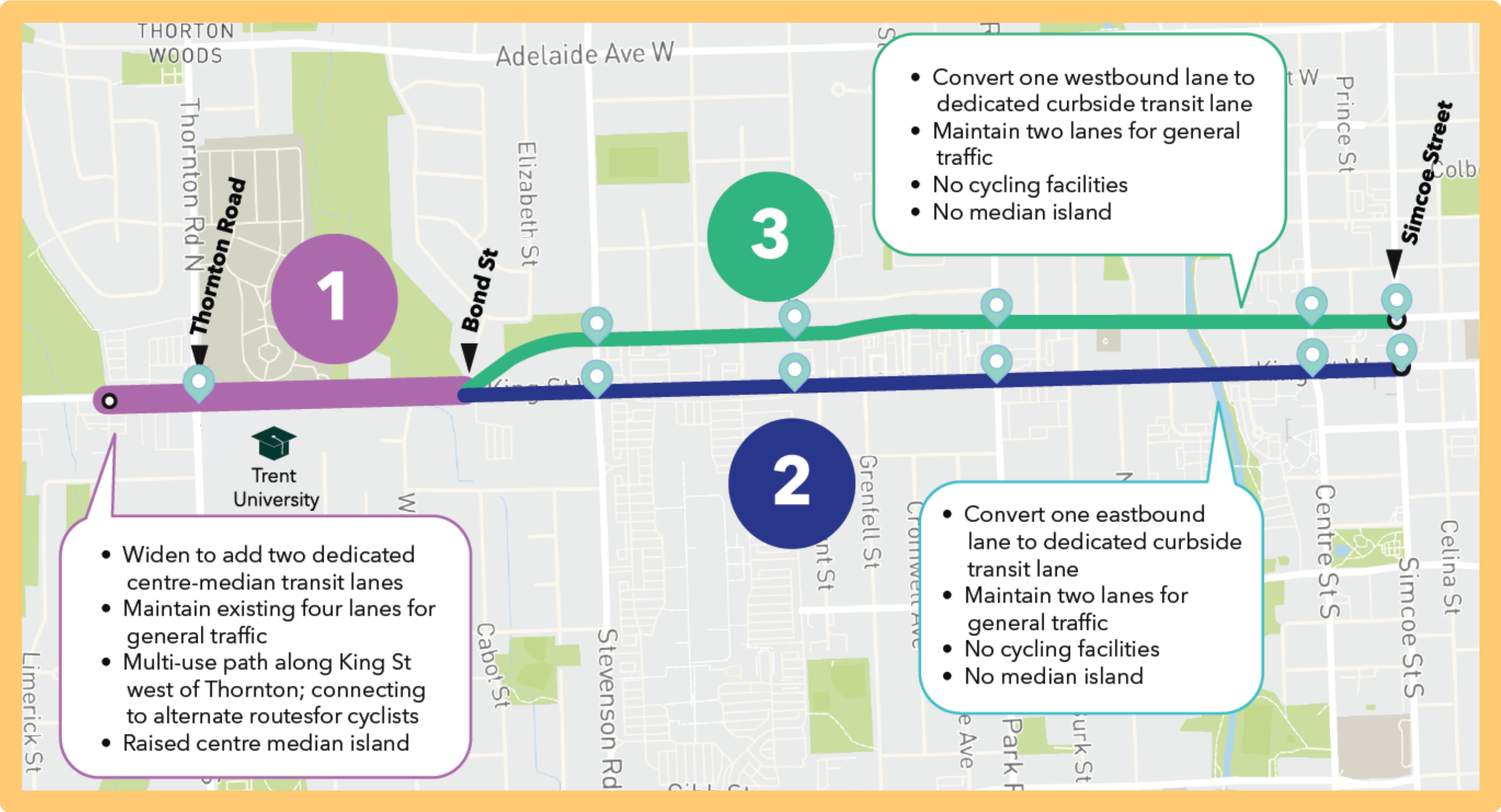


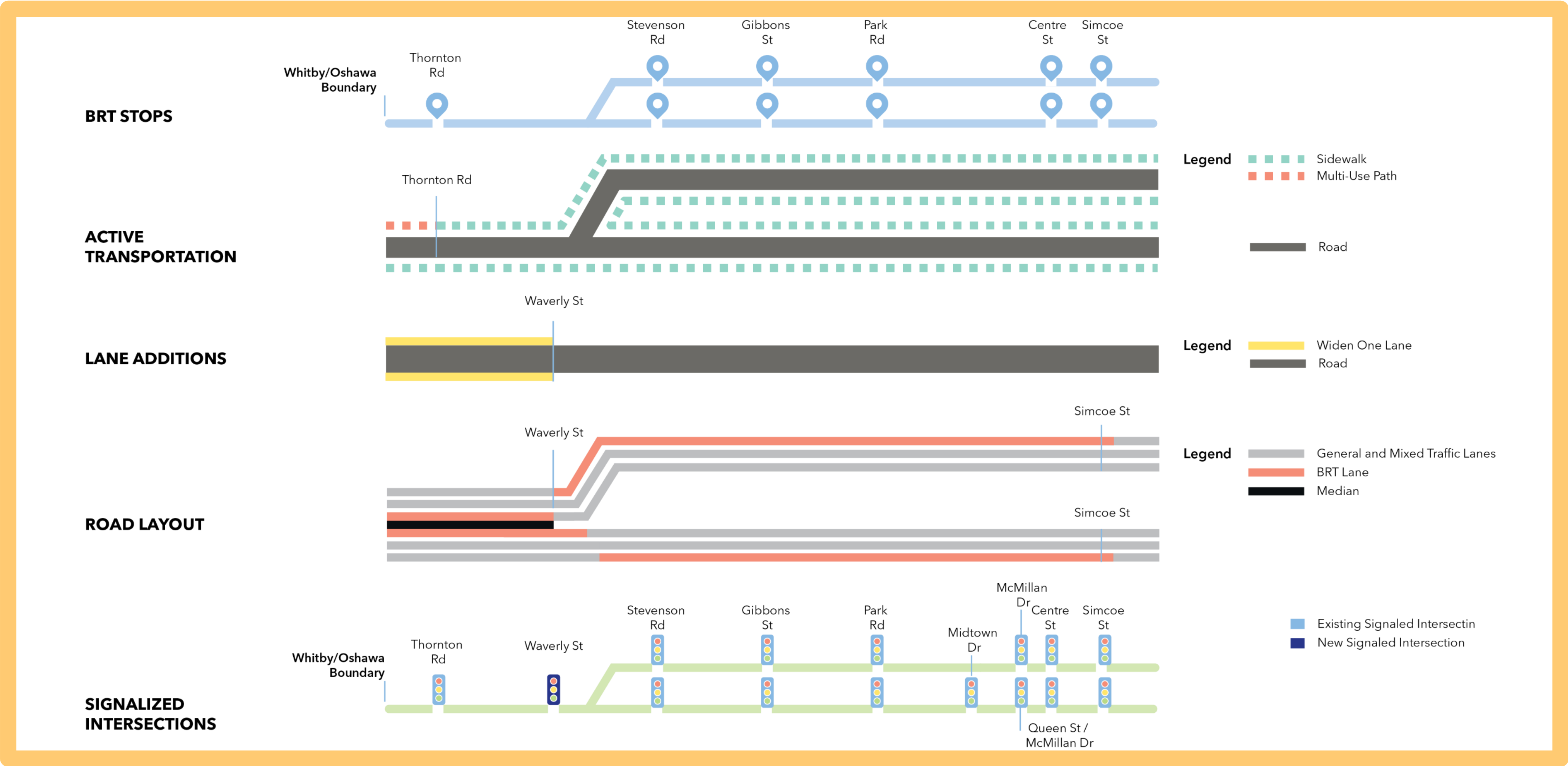
City of Oshawa

 Tell us your thoughts on the design in Oshawa by filling out the [feedback form](#).



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

City of Oshawa



East End of Corridor

This turnaround option was determined in consultation with Durham Region Transit and the City of Oshawa.



Based on the preliminary preferred design, a new turnaround option is proposed.

Dedicated transit infrastructure would extend to Simcoe Street. East of Simcoe Street, buses would run in mixed traffic.

The recommended route for the Durham-Scarborough BRT buses is:

Eastbound:

King Street »
Ritson Road »
William Street (layover location)

Westbound:

Division Street »
King Street »
Ritson Street »
Bond Street

Changes Since PIC #3 in Whitby and Oshawa

Town of Whitby

The preliminary design in downtown Whitby has changed since PIC #3. The refined preliminary design is 3-lane Westbound Mixed. This design provides the balance between wider sidewalks, maintaining traffic capacity, and providing transit priority without impacting downtown buildings.



City of Oshawa

Since PIC #3, the preliminary design has been refined to reduce the impacts to on-street parking.

- Bond Street: Add 3 on-street parking spaces.
- King Street: Remove 13 on-street parking spaces.

Metrolinx is committed to working with the City of Oshawa to mitigate parking impacts.