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Durham-Scarborough Bus Rapid Transit LIVE - October 21, 2021



Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, join the Zoom meeting here. We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

Join Zoom

Agenda

6:30PM - 7:00PM: Project Update

7:00PM - 7:30PM: Questions and Answers to Pre-Submitted Questions

7:30PM - 8:00PM: Call-in Questions

Live Meetings

Watch recordings of past virtual live meetings, download the materials and read the Q&As now.

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Frequently Asked Questions

Ask a question or search for an answer now.

Learn more

Interactive Map

Review the Durham-Scarborough Bus Rapid Transit interactive map.

View map

Contact Us

Would you like to submit a comment about the project? Contact the project team.

Contact Us

Presentation Materials

The DSBRT - Presentation PDF \rightarrow

Meet the Speakers



Stephanie Cardenas



David Hopper IBI Consultant Lead, Parsons/IBI Group



Kristin Demasi Senior Advisor Rapid Transit Project Planning



Uton Samuels Environmental Project Manager



Stephen Linton

Community Engagement Sr. Manager, Metrolinx

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our policies will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

Calendar Invitations

Google Calendar →

Apple iCal ↓

Need Help?

Video streaming issues \rightarrow

Filter comments by tag

Sort questions: Date Popularity

Log in or register to tell us your ideas



🔼 Terminus Station in Scarborough Centre

Anonymous Oct 13, 2021 - 09:15

Will the new Scarborough Centre Station being delivered as part of the TTC Line 2 extension incorporate adequate bus bays to accommodate the projected bus volumes as part of the Scarborough-Durham BRT project, or is a separate terminus station being considered for this project?





Answer

Stephanie Nov 23, 2021 - 14:29

The DSBRT has been coordinating with the Scarborough Subway team. The subway team will be providing the bus bays at the integrated bus terminal to support the western terminus of the DSBRT. The subway team will also be looking at any improvements needed on Grangeway Avenue to support all of the services entering and exiting the new station's bus terminal. As a result, the DSBRT project has focused on the infrastructure needed on Ellesmere Road.







Oct 13, 2021 - 02:22

Will the DSBRT be timely enough to affect the law of induced demand so that riders' find the DSBRT more convient as compared to driving?









Answer

Stephanie

Nov 23, 2021 - 14:32

The approach used with the project is to maintain existing road capacity wherever possible and augment it with a high-quality transit service. We know that transit trips are at least twice as long as driving, and if transfers between routes is required the transit ravel time increases even more.

By maintaining traffic capacity and offering a good transit solution, travel behaviour will change over time. Some people will use transit for more of their trips as soon as the improved service is available. We have seen this on every transit project. As population and employment growth continues, there will be an increased demand for additional travel, and as that increases congestion more and more people will choose transit to avoid that congestion.









Could the bus start from King/Townline (Oshawa)

Oct 15, 2021 - 23:17

The Bond and King Street are already ready being one way with more lanes.





Nov 23, 2021 - 14:34

The current plan for the 36 kilometre DSBRT corridor will end at Simcoe Street in Oshawa. With the possible GO Train extension to Bowmanville, the intent is to complete a separate study to determine the best way to connect

Durham Region Transit has indicated additional routes, such as one that continues further east, can be integrated into the DSBRT. Service expansion is regularly reviewed and strategically implemented based on their overall mandate.





Oct 20, 2021 - 19:22

Pulse bus 10-minute frequency is sufficient. Your project will affect Whitby downtown businesses, losing its attractiveness to visitors. Significant overflow traffic will spill into the neighbourhood adding to the current one - affecting projected Town plans reaching downtown on foot, on bicycles; minimizing visitors accessing downtown with car.





Nov 23, 2021 - 14:37

The plan is consistent with the Town of Whitby's goals for the downtown. Transit is very compatible with a walkable downtown. Our analysis indicates that with the significant growth in population and employment in Durham over the next 20 years we will require a faster, more reliable and more frequent service

The traffic analysis completed for Whitby does not indicatethere will be significant neighbourhood traffic infiltration and the 3-lane solution will permit and improved public realm to attract more pedestrian activity to the downtown.







When will construction begin at Rougemount?

Anonymous Oct 21, 2021 - 13:27







The environmental assessment is not completed yet, and funding to construct the DSBRT is not in place. Durham has received some federal funding to begin detailed design for some segments of the corridor. Based on current planning, which is subject to change based on funding, design, approvals and property negotiations, the segment from Altona Road to Steeple Hill (on either side of Rougemount Drive) is planned to be in the second stage of construction and will likely start some time between 2024 and 2027.







EnviroTO Oct 21, 2021 - 19:10

Will routes into the BRT corridor originate from GO so that people coming from the GTA west of Pickering with destinations in the BRT in Ajax, Whitby, or Oshawa can get to this route easily? For example at Pickering GO which isn't far from the BRT.





Answer Stephanie Nov 23, 2021 - 15:38

> The DSBRT corridor is designed to serve more local trips, however, one of the benefits of the DSBRT is the ability to route other services into and out of the corridor. Durham Region Transit will look at future routes and determine how to use the DSBRT infrastructure to support those routes.







I two very sick people in my home My son is a special needs chil Anonymous

Oct 21, 2021 - 20:11

I two very sick people in my home My son is a special needs child whose life was saved by the Ambulance

getting him to the hospital within mins What would happen to him now with all turns that Ambulance drivers now have to do to get him to the hospital on time. If all of you officials on the call today are in my position would you move ahead.





Answer

Stephanie Nov 23, 2021 - 15:42

We have discussed the project with the emergency services on several occasions throughout the project. Safety and emergency response is very important.

The emergency services will be allowed to use the DSBRT lanes to bypass congested roads. Fire and paramedic services have told us that the project will not affect response times. While the center median may slow down the last portion of the trip to your house the availability of the BRT lanes to avoid congestion on the way to the hospital would more than offset the delay.





How will the BRT and proposed Eglinton east LRT interface?

Oct 13, 2021 - 17:00

With the Eglinton East LRT under planning, will there be any considerations in the design and organization of bus routes and stops to prepare for any future situation where the LRT shares the road with the BRT





Answer

Stephanie

Nov 23, 2021 - 15:44

The DSBRT project is fully aligned with the plans for the Eglington East LRT and the University's master plan for the campus. As both projects move forward, coordination will continue so the two projects are fully integrated.





🔼 Why is a curbside BRT not a legitimate path?

Oct 13, 2021 - 19:58

This debate has caused uproar in the community, and those that live in the vicinity of this project are clearly against it. The 3 lane option in Whitby is not the will of the people, yet Metrolinx continues to ignore them and ram through their own agenda. Will metrolinx do the right thing and re examine a Curbside option.





Answer

Stephanie

Nov 23, 2021 - 15:49

The solution in downtown Whitby has been the subject of significant discussion and consultation with local stakeholders. The design has evolved from curbside bus lanes to a transit-only facility to the preferred 3-lane solution, which balances traffic, transit, business and community needs.

Metrolinx is committed to design review as the project moves forward. The goal is to work with the businesses and community to create an appropriate balance in the solution.





There seems to be a lot of acrimony around the amount of public

Anonymous Oct 20, 2021 - 13:14

Meetings. People are complaining there wasn't enough information and that no matter what they say it's too late to change the plan. Could you please comment on this





Answer

Stephanie Nov 23, 2021 - 16:00

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.

When it comes to building transit, we know that every decision matters to our communities. Metrolinx is committed to engaging with the community as we work to move this important transit project forward.

All comments received will be documented in the public record for this project in the Environmental Project Report. Some of the comments received will be carried forward to detail design.





Oct 21, 2021 - 18:41

This would save those travelling from east of Oshawa from having to go into downtown Oshawa





Stephanie

Nov 23 2021 - 16:01

The current plan for the 36 kilometre DSBRT corridor will end at Simcoe Street in Oshawa. With the possible GO Train extension to Bowmanville, the intent is to complete a separate study to determine the best way to connect east to Ritson Road and south to the potential new station.



Will you revise plans for Ellesemere in Highland Creek?

Oct 14, 2021 - 16:04

In light of a recent information session involving Metrolinx representatives and residents of the Highland Creek neighbourhood, will you now reformulate your plans so as to preserve the neighbourhood (no curbs, trees preserved, etc.)? If not, why not?





Stephanie

Nov 23, 2021 - 16:08

A significant number of suggestions and feedback from the consultations have been incorporated and have shaped the design. This includes changes in the Highland Creek area, in Pickering Village, downtown Oshawa and downtown Whitby.



When will construction begin, specifically east of White Rd?

Anonymous Oct 17, 2021 - 11:01



Answer

Stephanie

Nov 23, 2021 - 16:10

The environmental assessment is not completed yet, and funding to construct the DSBRT is not in place. Durham has received some federal funding to being detailed design for some segments of the corridor. Based on current planning, which is subject to change based on funding, design, approvals and property negotiations, the segment from Steeple Hill to Merriton Road (on either side of White's Road) is planned to be in the first stage of construction and will likely start some time between 2022 and 2025.



Answer

Nov 23, 2021 - 16:10

The environmental assessment is not completed yet, and funding to construct the DSBRT is not in place. Durham has received some federal funding to being detailed design for some segments of the corridor. Based on current planning, which is subject to change based on funding, design, approvals and property negotiations, the segment from Steeple Hill to Merriton Road (on either side of White's Road) is planned to be in the first stage of construction and will likely start some time between 2022 and 2025.







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Anonymous Oct 13, 2021 - 10:12

I am the tenant in the plaza operating under Bruno's Signature. It appears from the drawings that we will lose all parking spots along Kingston Road. This is in excess of 20 spots and will drastically effect the parking for customers. We are already short parking spots for the amount of tenants in the plaza. Please advise.

Keven Bruno





Nov 23, 2021 - 16:06

Metrolinx, along with the Region of Durham, will continue to look at refinements to the plan to help minimize the impacts to properties. We will also work with the property owner along with the City of Pickering to ensure that site plan and parking requirements are met.



Wihen in 2020 was Metrolinx's traffic study done?

Anonymous Oct 17, 2021 - 10:33

My understanding is that this study was done at the height of the ONTARIO Government's stay at home Policy. Will a second study be done now that people are reclaiming their lives and back driving?



Answer

Stephanie Nov 23, 2021 - 16:14

While the traffic report was completed in 2020, it is based on 2016-2019 traffic counts and information. A major component of the background data is the Transportation Tomorrow Survey, conducted every five years since 1986, which provides an excellent source of travel behaviour and behavioural trends. The last survey available to the project is the 2016 survey release just as the traffic work began in 2019.

Traffic counts are typically done once every three years, and no traffic information after the start of the Covid pandemic has been used in the study.

The transportation model is used across the GTHA for planning all major road and transit projects and is considered valid for this project. No additional traffic studies are needed to support this project.



There is already GO service to Scarborough Town - why another?
Anonymous

Oct 19, 2021 - 11:47

GO service already exists on the 92 bus which goes to Scarborough Town. As a commuter who drives to Kennedy Station to catch the subway, I already don't use this GO service because it's too expensive and takes too long. What would be the benefit of adding a second service that overlaps this, and is likely even slower than the existing GO bus?



Answer
Stephanie
Nov 23, 2021 - 16:16

The BRT lanes will be used primarily by the PULSE 900 route an the TTC's services along Ellesmere. If GO Transit continues to operate a service along the corridor it would also use the lanes.

When York Region introduced Viva service on Yonge Street, a similar issue was raised. The solution there was to replace the GO service with York Region buses to allow for an enhanced service in the corridor. GO Transit will continue to adjust routes and services to meet their mandate and will make a decision closer to the project's implementation on whether the 92 bus will continue along its current route.





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