

## Appendix K2 – Public Meeting Summary Reports

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

Public Meeting Summary Reports  
(Pre TPAP)

Public Information Centre #1

Public Information Centre #2

Public Information Centre #3

Whitby Public Meeting

Oshawa Public Meeting

Scarborough Public Meeting

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## Public Information Centre #1

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

DRAFT

# Durham-Scarborough Bus Rapid Transit System

Public Information Centre #1 Summary Report



**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019

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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**

|   |   |
|---|---|
| <b>Pickering</b><br>Thursday, June 6, 2019<br>6 p.m. to 8 p.m.<br>Pickering Recreation Complex,<br>East Salon   | <b>Ajax</b><br>Tuesday, June 11, 2019<br>6 p.m. to 8 p.m.<br>McLean Community Centre,<br>Community Hall                 |
| <b>Oshawa</b><br>Wednesday, June 12, 2019<br>12 p.m. to 2 p.m.<br>Civic Recreation Complex,<br>Bobby Orr Room (moved to lobby)  | <b>Whitby</b><br>Wednesday, June 12, 2019<br>7 p.m. to 9 p.m.<br>Anderson Collegiate Vocational<br>Institute, gymnasium |
| <b>Scarborough</b><br>Thursday, September 26, 2019<br>3:30 to 5:30 p.m. and 6:30 to 8:30 p.m.<br>The Meeting Place, Science Wing (S-Wing)<br>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 (**Appendix B**).
- 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.



**IBI GROUP PUBLIC INFORMATION CENTRE #1 SUMMARY**  
**DURHAM-SCARBOROUGH BUS RAPID TRANSIT SYSTEM**  
Prepared for Metrolinx

- Durham Region MPPs were briefed of the project and PIC events on April 29, 2019 (**Appendix B**).

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 Thuraiarajah, 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

**IBI GROUP PUBLIC INFORMATION CENTRE #1 SUMMARY**  
**DURHAM-SCARBOROUGH BUS RAPID TRANSIT SYSTEM**  
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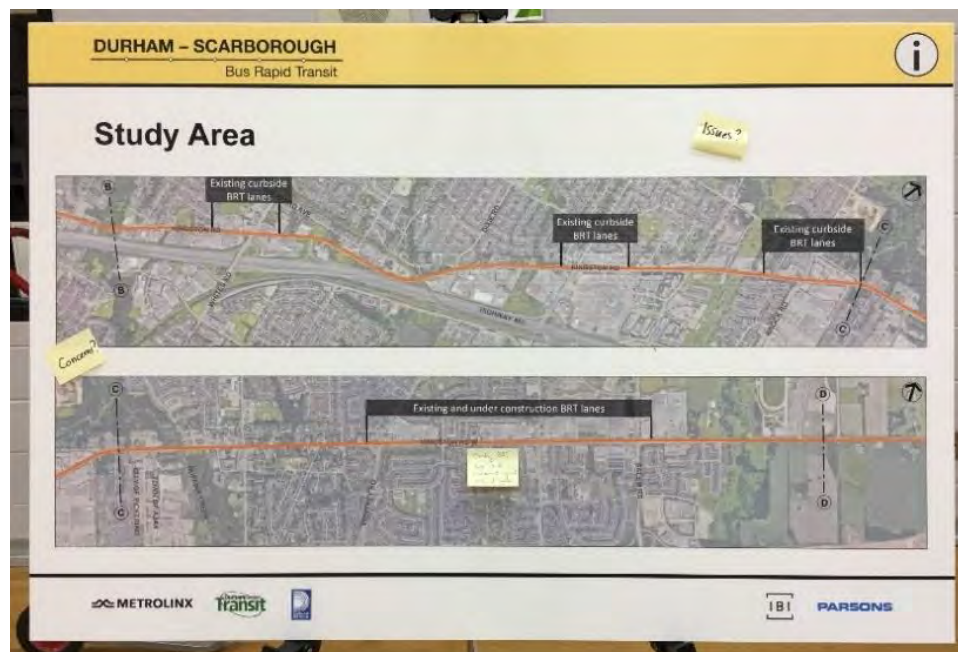
to gain an understanding of where participants travel to and from. Many participants indicated that they live in Durham Region and commute to downtown Toronto for work, which represents the small cluster of yellow dots outside of the map boundary.

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**



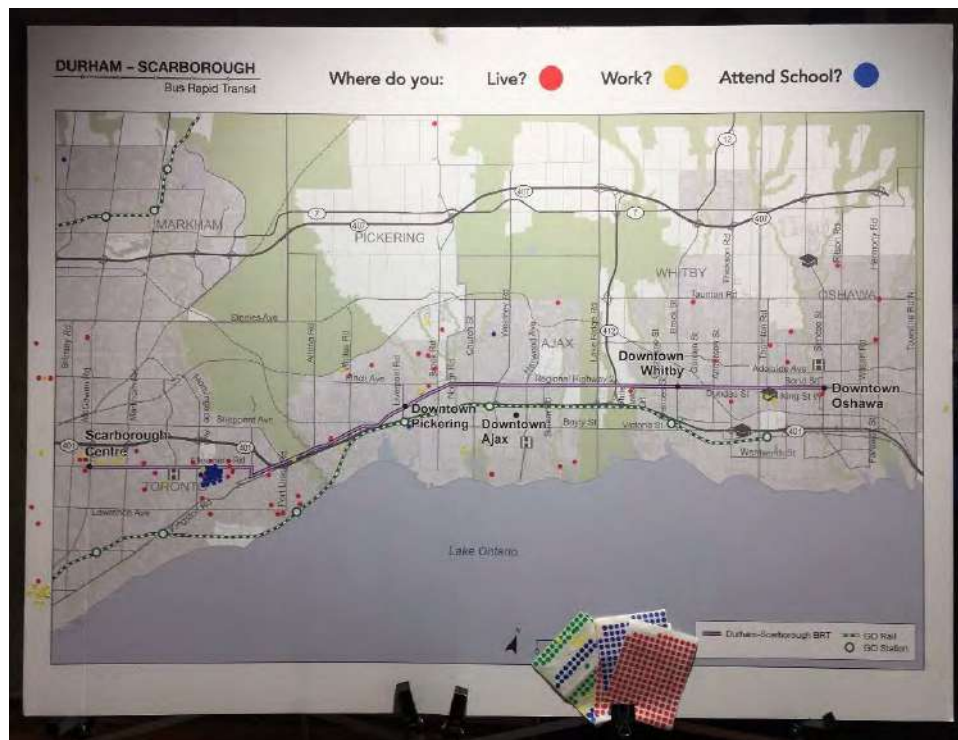
Similar to the Public Information Centre events held in Durham Region, an interactive map was placed near the sign-in table to attract participants. The same map was used and dots were layered on top of those gathered at the events in Durham Region. A number of blue and yellow dots were placed around 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**).

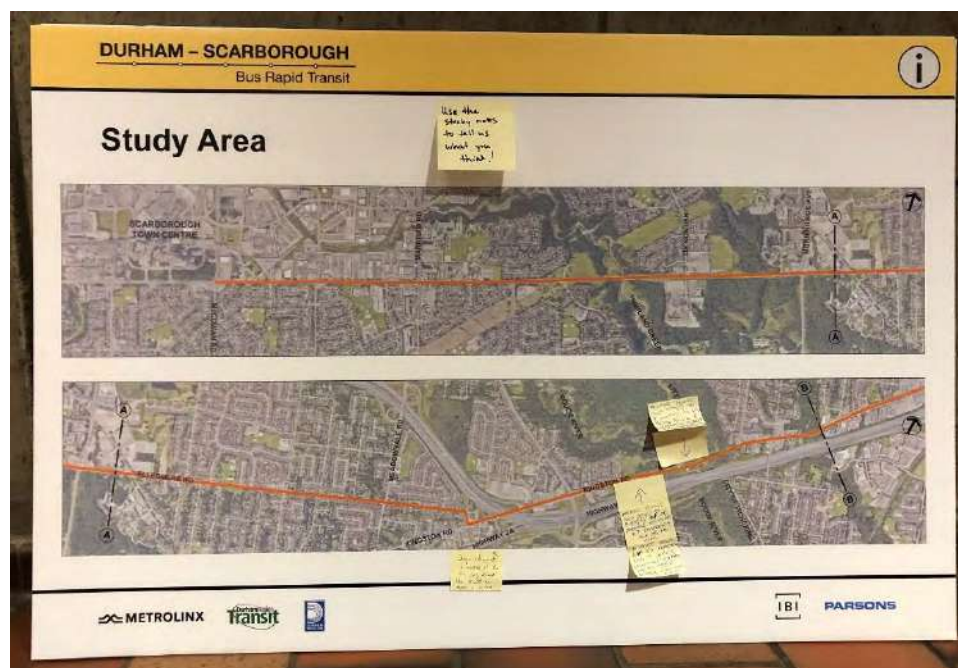


**IBI GROUP PUBLIC INFORMATION CENTRE #1 SUMMARY**  
**DURHAM-SCARBOROUGH BUS RAPID TRANSIT SYSTEM**  
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**Exhibit 5-5: Live, Work, Attend School Map after September 26, 2019**



**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**

|   |
|---|
| <b>WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?</b>  |
| <ul style="list-style-type: none"> <li>Durham Region Transit connections are not well-timed; i.e. Westney Road from Kingston Road</li> <li>Need smaller buses and grid route transit</li> </ul> |
| <b>WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?</b>   |
| <ul style="list-style-type: none"> <li>Westney Road and Harwood Avenue and Church Street</li> </ul>   |
| <b>WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?</b>  |
| <ul style="list-style-type: none"> <li>Excellent</li> </ul>   |
| <b>WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?</b>   |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |
| <b>IF YOU COULD ADD A STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?</b>   |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |
| <b>WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?</b>  |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |
| <b>GENERAL COMMENTS</b>   |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |

**Exhibit 6-2: Summary of Comments from Scarborough Events**

|   |
|---|
| <b>WHAT COMMENTS DO YOU HAVE ON THE PROJECT'S PROBLEM AND OPPORTUNITY STATEMENT?</b>  |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |
| <b>WHAT ARE YOUR THOUGHTS ON THE PINCH POINTS ALONG THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?</b>   |
| <ul style="list-style-type: none"> <li>No comments received</li> </ul>  |
| <b>WHAT ARE YOUR THOUGHTS ON THE WEST AND EAST ENDS OF THE CORRIDOR? WHAT SHOULD THE PROJECT TEAM CONSIDER IN THESE LOCATIONS?</b>  |
| <ul style="list-style-type: none"> <li>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.</li> </ul>   |
| <b>WHAT ARE YOUR THOUGHTS ON THE DRAFT EVALUATION CRITERIA? ARE THERE OTHER CRITERIA THAT SHOULD BE CONSIDERED?</b>   |
| <ul style="list-style-type: none"> <li>Failed to assess impact on businesses/homes on Ellesmere Road</li> </ul>   |
| <b>IF YOU COULD ADD A STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?</b>   |
| <ul style="list-style-type: none"> <li>Thickson Road and Dundas Street (Whitby) – major intersection</li> </ul>   |
| <b>WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?</b>  |
| <ul style="list-style-type: none"> <li>Emailing updates and timelines</li> </ul>  |
| <b>GENERAL COMMENTS</b>   |
| <ul style="list-style-type: none"> <li>More 9S buses (Bellamy route)</li> <li>Improve University of Toronto Scarborough Campus (UTSC) transit</li> <li>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</li> <li>Live updates on bus times via text, app, etc.</li> <li>Impact on businesses, places of worship, and residences on Ellesmere Road west of Orton Park Road have not been considered</li> <li>Use Grangeway Avenue – Bushby Drive to avoid McCowan Road and Ellesmere Road intersection</li> </ul> |



## 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.

## Appendix A – Notice of Public Information Centre #1

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## Durham Region

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# Notice of Public Information Centre #1

## Durham-Scarborough Bus Rapid Transit

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.

### The Project

The proposed Durham-Scarborough Bus Rapid Transit (BRT) is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. Metrolinx is studying the Durham Scarborough BRT with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits which will be refined as the project progresses.



### Learn more

Members of the public, agencies, Indigenous communities and other interested persons are encouraged to participate by attending consultation opportunities or by contacting staff directly with information, comments or questions.

We invite you to attend a public meeting to learn more about the Durham-Scarborough BRT project. This drop-in session will present information on the study, constrained areas in the corridor which require analysis and the preliminary technical studies. The project team will be on-hand to answer questions and collect feedback. The same information will be presented at each venue.



The same information will be available at all meetings, so you can choose the location convenient for you. Meetings are barrier free. Contact us if you require other accessibility accommodations.

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

All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com)

## Comments

We are interested in hearing any comments that you may have about this study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. Information will be collected 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.

If you have project-related questions, would like to be added to the project mailing list, or would like to provide input at any time, please contact:

**Kristin Demasi**  
Project Manager  
Metrolinx  
Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: May 23, 2019

City of Toronto

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# Notice of Public Information Centre #1

## Durham-Scarborough Bus Rapid Transit

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.

### The Project

The proposed Durham-Scarborough Bus Rapid Transit (BRT) is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. Metrolinx is studying the Durham-Scarborough BRT with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits which will be refined as the project progresses.



### Learn more

Members of the public, agencies, Indigenous communities and other interested persons are encouraged to participate by attending consultation opportunities or by contacting staff directly with information, comments or questions.

We invite you to attend a public meeting to learn more about the Durham-Scarborough BRT project. This drop-in session will present information on the study, constrained areas in the corridor which require analysis, and the preliminary technical studies. The project team will be on-hand to answer questions and collect feedback.

The project team hosted Public Information Centres (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 available on the project website.

**Date:** September 26, 2019  
**Time:** 3:30 – 5:30 p.m. and 6:30 – 8:30 p.m.  
**Location:** University of Toronto Scarborough Campus  
The Meeting Place  
1265 Military Trail, Toronto, ON, M1C 1A4

All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com)

The venue is barrier free. Contact us if you require other accessibility accommodations.

### **Comments**

We are interested in hearing any comments that you may have about this study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. Information will be collected 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.

If you have project-related questions, would like to be added to the project mailing list, or would like to provide input at any time, please contact:

**Kristin Demasi**  
Project Manager  
Metrolinx  
Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: September 12, 2019

## Website Notice

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## Upcoming events

We invite you to attend a public meeting to learn more about the Durham-Scarborough Bus Rapid Transit project. This drop-in session will present information on the project, our design process and schedule, as well as on the constrained areas of the corridor we are analyzing. The project team will be available to answer questions and collect feedback. The same information will be presented at each venue.

### University of Toronto Scarborough Campus

University of Toronto Scarborough Campus, The Meeting Place, 1265 Military Trail, Toronto ON. M1C 1A4

- Thursday, September 26, 2019 from 3:30PM to 5:30PM
- Thursday, September 26, 2019 from 6:30PM to 8:30PM

The venue is barrier free. Contact us if you require accessibility accommodations.

Check back here for upcoming events or sign up to receive email notices when new events are scheduled.

[View the project materials](#)

## Past events

We have completed our first round of public meetings to learn more about the Durham-Scarborough Bus Rapid Transit project. They included:

### Pickering

Thursday, June 6, 2019, 6PM to 8PM, Pickering Recreation Complex, East Salon

### Ajax

Tuesday, June 11, 2019, 6PM to 8PM, McLean Community Centre, Community Hall

### Oshawa

Wednesday, June 12, 2019, 12PM to 2PM, Civic Recreation Complex, Bobby Orr Room

### Whitby

Wednesday, June 12, 2019, 7PM to 9PM, Anderson Collegiate Vocational Institute, gymnasium

## We want to hear from you

Can't make the Public Information Centre? Have your say by completing the online survey.

[Take Survey Now!](#)

## Stay connected

Sign up to receive email notices with new information and invitations to participate in future engagement opportunities.

You can always share your thoughts, questions or comments on the project through the [Contact Form](#).

## Appendix B – Public Information Centre #1 Contact List

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019

### **PIC 1 Scarborough Politician Contact List**

| <b>Municipality/Region</b>       | <b>Name</b>           | <b>Position</b> |
|----------------------------------|-----------------------|-----------------|
| City of Toronto                  | John Tory             | Mayor           |
| Scarborough Centre               | Christina Maria Mitas | MPP             |
| Scarborough Centre               | Salma Zahid           | MP              |
| Scarborough- Guildwood           | John McKay            | MP              |
| Scarborough- Guildwood           | Mitzie Hunter         | MPP             |
| Scarborough- Rouge Park          | Gary Anandasangaree   | MP              |
| Scarborough- Rouge Park          | Vijay Thanigasalam    | MPP             |
| Ward 21 Scarborough Centre       | Michael Thompson      | Councillor      |
| Ward 24 Scarborough-Guildwood    | Paul Ainslie          | Councillor      |
| Ward 25 Scarborough - Rouge Park | Jennifer McKelvie     | Councillor      |





September 9, 2019

*Sent via email September 9, 2019*



Dear [REDACTED],

Please find attached a notification of a public meeting for the **Durham-Scarborough Bus Rapid Transit (DSBRT) Project**. The Project proposes dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. We are in the early stages of pre-planning activities and are working through the technical studies to prepare for the Transit Project Assessment Process (TPAP) that will review expanding and modifying rapid transit infrastructure.

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

Additional information can also be found on the project website:  
<https://www.metrolinxengage.com/en/dsbrt>

Thank you,

DSBRT Project Team

Attachment: Notice of Public Information Centre #1

## **PIC 1 Indigenous Community Contact List**

### **Community Name**

Alderville First Nation

Beausoleil First Nation

Chippewas of Georgina Island

Chippewas of Mnjikaning (Rama)

Curve Lake First Nation

Hiawatha First Nation

Huron-Wendat Nation

Kawartha Nishnawbe First Nation

Mississaugas of Scugog Island First Nation

Mississaugas of the Credit First Nation

**RE: Durham-Scarborough Bus Rapid Transit – Pre-Planning Phase of the TPAP  
Project Introduction and Indigenous Community Interest**

**Notice of Public Information Centre #1**

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Metrolinx 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.

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report will be prepared for public review.

Metrolinx is currently in the pre-planning phase of the TPAP and beginning outreach to interested parties and stakeholders. The first round of public meetings (pre-TPAP) will be held in June 2019. Display materials from all meetings will be posted on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Engagement with Indigenous communities is a key component of the project and Metrolinx is seeking feedback on any potential interests your community may have in the project. If your community is interested, please let us know how you would like to be engaged. To request additional project information or discuss interest in this project please contact [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

I appreciate your time and consideration in participating in this study.

Yours truly,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Figure 1 – Durham-Scarborough Bus Rapid Transit Study Area**



## **PIC 1 Technical Advisory Group Contact List**

Bell Canada  
Canadian Transport Agency  
Central Lake Ontario Conservation Authority  
City of Oshawa Representative  
City of Pickering Representative  
City of Toronto  
CN Rail  
CP Rail  
Department of Fisheries and Oceans (DFO)  
Durham Region Representative  
Durham Region Transit  
Elexicon Energy  
Enbridge Gas Distribution  
Environment Canada  
Hydro One  
Imperial Oil SPPL  
Indigenous and Northern Affairs Canada (INAC)  
Infrastructure Ontario  
Metrolinx  
Ministry of Agriculture, Food and Rural Affairs  
Ministry of Energy  
Ministry of Indigenous Relations and Reconciliation (MIRR)  
Ministry of Municipal Affairs and Housing  
Ministry of Natural Resources and Forestry  
Ministry of the Environment, Conservation and Parks  
Ministry of Tourism, Culture and Sport  
Ministry of Transportation (MTO)  
Oshawa PUC Networks Inc.  
Parks Canada  
Rogers Communications  
Toronto and Region Conservation Authority  
Toronto Hydro  
Toronto Transit Commission (TTC)  
Town of Ajax Representative  
Town of Whitby Representative  
Transport Canada

**From:**  
**To:**  
**Cc:**  
**Bcc:**

**Subject:** Notice of Public Information Centre #1 Scarborough - Durham-Scarborough Bus Rapid Transit Project  
**Date:** Thursday, September 12, 2019 3:43:00 PM  
**Attachments:** [TTN\\_DSBRT\\_NoticeofPIC1Scarborough\\_FINAL\\_2019-08-15.pdf](#)

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The Durham-Scarborough Bus Rapid Transit project team is hosting Public Information Centre #1 in Scarborough:

Thursday, September 26, 2019

3:30 - 5:30 p.m. or 6:30 - 8:30 p.m.

The Meeting Place in the Science Wing

at University of Toronto Scarborough Campus, 1265 Military Trail

The public meeting will be a drop-in session where information will be presented about the project, as well as the constrained areas of the corridor we are analyzing. 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 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/en/dsbrt>

Regards,

[Redacted signature block]

[Redacted signature block]

## **PIC 1 Municipal Technical Advisory Group Contact List**

### **Toronto**

City Planning - Transit Implementation Unit  
City Planning - Community Planning  
City Planning - Transportation Planning  
City Planning - Urban Design  
Community Development Officer  
Economic Development and Culture  
Ravines and Natural Features Protection (RNFP) (City of Toronto)  
Toronto Community Housing Corporation  
Toronto Fire Services  
Toronto Paramedic Services  
Toronto Police Services  
Toronto Region Board of Trade  
Toronto Transit Commission (TTC)  
Transportation Services - Major Projects  
Transportation Services - Traffic Operations  
Transportation Services - Traffic Planning  
Urban Forestry

### **Durham**

Durham Region Ambulances and Paramedic Services  
Durham Region Economic Development  
Durham Region Planning  
Durham Region Traffic  
Durham Region Transit  
Durham Region Transportation Infrastructure  
Durham Regional Police Service

### **Pickering**

City of Pickering Community Emergency Management  
City of Pickering Fire Services  
Planning & Development  
Transportation

### **Ajax**

Planning & Development Services  
Town of Ajax - Fire and Emergency Services  
Transportation

### **Whitby**

Planning  
Transportation  
Town of Whitby - Fire Emergency Services

### **Oshawa**

City of Oshawa Fire Services  
Planning  
Transportation

**From:**  
**To:**  
**Cc:**  
**Bcc:**

[Redacted]

**Subject:** Notice of Public Information Centre #1 Scarborough - Durham-Scarborough Bus Rapid Transit Project  
**Date:** Thursday, September 12, 2019 3:44:00 PM  
**Attachments:** [TTN\\_DSBRT\\_NoticeofPIC1Scarborough\\_FINAL\\_2019-08-15.pdf](#)

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Thursday, September 26, 2019

3:30 - 5:30 p.m. or 6:30 - 8:30 p.m.

The Meeting Place in the Science Wing

at University of Toronto Scarborough Campus, 1265 Military Trail

The public meeting will be a drop-in session where information will be presented about the project, as well as the constrained areas of the corridor we are analyzing. 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 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/en/dsbrt>

Regards,

[Redacted]  
[Redacted]  
[Redacted]

[Redacted]



## **PIC 1 Stakeholder Advisory Group Contact List**

Ajax Downs  
Ajax-Pickering Board of Trade  
Centennial College  
Centennial Community Recreation Association  
Confederation of Resident and Ratepayer Associations in Toronto  
DCDSB  
DDSB  
Downtown Oshawa BIA  
Downtown Whitby BIA  
Durham College  
East Scarborough Boys and Girls Club  
Glen Andrew Community Association  
Greater Oshawa Chamber of Commerce  
Guildwood Village Community Association  
Highland Creek Community Association  
Kennedy Road BIA  
Midland Park Community Association  
MornelleCAN in Mornelle Court  
North Bendale Community Association  
Ontario Tech University  
Oshawa Centre  
Pickering Town Centre  
Pickering Village BIA  
Residents Rising Neighbourhood Association  
RioCan Durham Centre  
Rouge Valley Health System - Centenary Health Centre  
Scarborough Campus Students' Union  
Scarborough Centre for Healthy Communities  
Scarborough Community Renewal Organization  
Scarborough Health Network  
Scarborough Neighbourhood Action Plan (NAP) Committee  
Scarborough Residents Unite Neighbourhood Association/  
Scarborough Village Community Association  
Scarborough Town Centre  
TCDSB  
TDSB  
Toronto Association of Business Improvement Areas  
Toronto Lands Corporation (subsidiary of TDSB)  
Toronto Strong Neighbourhood Strategy Community Development Officers  
Trent University - Durham  
University of Toronto Scarborough Campus  
West Rouge Community Association  
West Rouge Community Association  
Whitby Chamber of Commerce

**From:**  
**To:**  
**Cc:**  
**Bcc:**

**Subject:** Invitation to Public Information Centre 1- Durham-Scarborough Bus Rapid Transit  
**Date:** Thursday, September 12, 2019 3:38:00 PM  
**Attachments:** [TTN\\_DSBRT\\_NoticeofPIC1Scarborough\\_FINAL\\_2019-08-15.pdf](#)

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You are invited to attend the upcoming encore presentation of Public Information Centre #1 for the Durham-Scarborough Bus Rapid Transit project:

Thursday, September 26, 2019

3:30 - 5:30 p.m. or 6:30 - 8:30 p.m.

The Meeting Place in the Science Wing

at University of Toronto Scarborough Campus, 1265 Military Trail

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. The information is available on the project website: <https://www.metrolinxengage.com/en/dsbrt>

All are welcome and we encourage you to share the meeting details with your network. If you are not able to attend, we welcome your comments through the on-line survey available at:

<https://www.metrolinxengage.com/en/content/durham-scarborough-bus-rapid-transit-survey-1>

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

Regards,

[Redacted signature block]

[Redacted signature block]

**April 29 Briefing note**  
**Durham-Scarborough BRT**

Durham Region MPPs were briefed on the Durham-Scarborough Bus Rapid Transit project on April 29, 2019.

Key messages were:

- The planned Durham-Scarborough BRT is a 36-kilometre bus rapid transit corridor that would serve urban growth centres in Oshawa, Whitby, Ajax, Pickering and Scarborough. It would provide:
  - Frequent 15-minute or better service, all day, seven days a week;
  - Dedicated bus lanes and signal priority measures;
  - 10-20 minute time savings for transit trips along the corridor; and
  - Efficient transfers between routes, enabling a traveller to get anywhere in the GTHA easily and reliably without looking at a schedule.
- Metrolinx is intending to do consultation and engagement with everyone along the corridor in 2019.
  - Stakeholder meetings will take place in May.
  - Public meetings will take place in June, with additional meetings planned for Fall 2019.

## Appendix C – Newspaper Advertisements

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019

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### The Project

The proposed Durham-Scarborough Bus Rapid Transit (BRT) is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. Metrolinx is studying the Durham Scarborough BRT with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits which will be refined as the project progresses.



### Learn more

Members of the public, agencies, Indigenous communities and other interested persons are encouraged to participate by attending consultation opportunities or by contacting staff directly with information, comments or questions.

We invite you to attend a public meeting to learn more about the Durham-Scarborough BRT project. This drop-in session will present information on the study, constrained areas in the corridor which require analysis and the preliminary technical studies. The project team will be on-hand to answer questions and collect feedback. The same information will be presented at each venue.

The same information will be available at all meetings, so you can choose the location convenient for you. Meetings are barrier free. Contact us if you require other accessibility accommodations.

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

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### Comments

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#### Kristin Demasi

Project Manager

Metrolinx

Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)

Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: May 23, 2019

# Notice of Public Information Centre #1

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**Kristin Demasi**  
 Project Manager  
 Metrolinx  
 Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
 Tel: (416) 202-3723

Aussi disponible en français.  
 Notice first posted: May 23, 2019



**R.H.O.M.I. PRESENTS**

# GATHERING OF MERCY

THEME: **HELP FROM THE SANCTUARY**

**MAY 31ST - JUNE 2ND**

**REV. OLU DAVID**  
Vice President

**REV. GREG ALABI**

**REV. EBOW ESSEL**

**ISAIAH 40:1**  
SO DO NOT FEAR FOR I AM WITH YOU  
I WILL REDEEM YOU FROM ALL YOUR SINS  
I WILL UPHOLD YOU WITH MY RIGHT HAND

**FRIDAY @ 6:30PM**  
**SATURDAY @ 11:00AM**  
**SUNDAY @ 10:30AM**

Venue: 377-A & 7 Mockenzie Ave. Ajax  
905.239.6777  
Royal House of Mercy Int'l  
Glory David

**Cars Wanted**

**AAA AUTO SALVAGE**  
WANTED: Cars, Trucks & Vans. 24/7  
905-431-1808

**WE PAY \$250 - \$6000**  
for your scrap cars, SUVs, vans & trucks.  
Dead or Alive. Free 24/7 towing.  
647-287-1704

**Messages**

**PICKERING SPA**  
Relaxing Massage  
V.I.P. Rms w/Showers  
Attendants W/Hot #1  
1050 Brock Rd. S. Unit 25  
7 days/week 10am-2am  
(905)831-3188  
NOW HIRING  
pickeringspa.ca

**LaVillaSpa.ca**  
★★★★  
Relaxing massage  
634 Park Rd. S  
Oshawa  
(905)240-1211  
Now Hiring!!!

**PICKERING ANGELS**  
★★★★  
Relaxing Massage  
VIP Rooms & Jacuzzi  
905 Dillingham Rd.  
(905)420-0320  
Now Hiring!!!  
pickeringangels.com

## Garage/Yard Sales

**Littleford Street & Stonehampton Court (off Altona)**

**HUGE Multi-Family Garage Sale**  
*Rain or Shine!!!*

**Sat. May 25th - 8am**

Furniture, household items, decor, too many items to list!

**PARKWAY STORAGE**  
**1535 Pickering Parkway Pickering**

**Saturday May 25th**  
**9am - 1pm**  
(Rain Date Sat. June 1st)

**Apartments & Flats For Rent**

**1 & 2 BEDROOMS CENTRAL OSHAWA**

Available immediately.  
Couple preferred. Fridge/stove, hardwood floors, carpet, fresh paint, laundry. Near shopping, bus. No dogs. Reasonable.  
Call (905)725-2642

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Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: May 23, 2019

## Death Notices

**CASWELL, Betty**, March 31, 1923 - May 19, 2019 - Oh what a life, being raised in the depression, serving overseas in WWII, teaching, marrying the love of her life Ron, travelling the world, raising three children, Dave, Sheri and Pat. Her infectious smile, strong will, and wry humour, will be missed by all. Ron, David, Joann, Rose, Alex, Alaura, Meriah, Derek, Sheri, John, Pat and Kathy. Celebration of Life will be held at the **NEWCASTLE FUNERAL HOME**, 386 Mill St. S. Newcastle (905-987-3964) on Thursday, May 30th, 2019 from 3:00 p.m. until 5:00 p.m. In memory of Betty, donations made to the Canadian Cancer Society or the Heart & Stroke Foundation would be greatly appreciated. Online condolences may be placed at [www.newcastlefuneralhome.com](http://www.newcastlefuneralhome.com)



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**OPEN Mon. to Fri. 9-5**  
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**Appointments Avail**

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[sanderson.ajax@bellnet.ca](mailto:sanderson.ajax@bellnet.ca)  
32 Old Kingston Rd, Ajax

*Family & friends  
are encouraged to  
share their condolences,  
thoughts and prayers  
online*

**N Novenas**

#### PERSONAL PRAYER TO ST. JUDE

Thanks to St. Jude and the Sacred Heart of Jesus for favours received. May the sacred heart of Jesus be adored, glorified, loved and preserved throughout the world now and forever. Sacred Heart of Jesus pray for us. St. Jude, worker of miracles, pray for us. St. Jude, helper of the hopeless, pray for us. Say this prayer nine times a day for nine days. This prayer has never failed, and your prayers will be answered. Publication must be promised.

**B.D.**



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it could be collecting cash!**

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prices must appear in ad)

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**STARMETROLAND MEDIA**

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**SARAH ROGERS**

Congratulations on your incredible achievement! We are so proud of all the hard work you have put into school, especially I.B. We know you will achieve all your dreams.

Love forever, Mom and Dad and Landon  
R.S. McLAUGHLIN HIGH SCHOOL

**TIM CROUCH**

Congratulations on your graduation from Wilfrid Laurier University with a Bachelor of Music degree. Good luck on your Master's Degree at the University of Ottawa.

We are very proud of you, Love Mom and Dad  
LAURIER UNIVERSITY

**CONGRATULATE YOUR GRAD**

**Thursday June 20<sup>th</sup>**

**Deadline is Tuesday June 18<sup>th</sup>**

With a special full colour notice

For only **\$49<sup>99</sup>** +hst  
**3" wide by 2.75" deep**  
Approx. 40 words

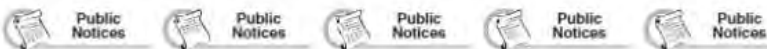
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**905-576-9335**

**Ajax/Pickering News Advertiser**  
**905-683-0707**

Or email [tellis@durhamregion.com](mailto:tellis@durhamregion.com)





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#### Cars Wanted

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**AARON & AARON** Scrap  
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 Cash paid 7 days per  
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 call 905-426-0357.

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 WANTED: Cars, Trucks  
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**WE PAY \$250 - \$6000**  
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[pickeringangels.com](http://pickeringangels.com)

# Milestones

## 50<sup>th</sup> Wedding Anniversary Open House



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Bill Locke is turning 90 on May 25<sup>th</sup>!! Please join his family in wishing him a Happy Birthday. Best wishes to a terrific father, grandfather & friend

To feature your Milestone here, call **905-576-9335** and let one of our professional advisors help you

#### Articles for Sale

#### Articles for Sale

#### Articles for Sale

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If it's collecting dust,  
it could be collecting cash!



#### Articles for Sale Ads

Starting at  
**\$20.00** <sup>HST</sup>

(Items under \$1000 - up to 25 words, prices must appear in ad)

**2nd week FREE!**

*Call to book your ad today*

**905-576-9335 or 905-683-0707**





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Notice first posted: May 23, 2019

**The John Howard Society of Durham Region** will be holding its annual business meeting on **Tuesday June 25th, 2019** at the agency's main office at 75 Richmond Street West, starting at 6pm with distribution of the audited financial statement and annual report. Please RSVP to [admin@jhsd.ca](mailto:admin@jhsd.ca), or contact Paul Dobbs or Dianna Eastwood at 905-579-8482.

**Legal Notices**

### NOTICE TO CREDITORS AND OTHERS

All claims against the Estate of Ernest James Bogle, late of the Town of Whitby in the Regional Municipality of Durham, who died on or about the 9th day of November, 2018, must be filed with the undersigned Estate Trustees on or before the 11th day of July, 2019; thereafter, the undersigned will distribute the assets of the said estate having regard only to the claims then filed.

DATED at Oshawa this 28th day of May, 2019

**Kimberley Parchment,**  
 Estate Trustee, by her Solicitors,  
**FRASER LAW PROFESSIONAL CORPORATION**  
 270 Bond Street West  
 Oshawa, ON L1J 0C4  
 Attn: Erik M. Fraser  
 905-240-7500

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**2009 PRINCECRAFT YUKON 14.3'**  
 Excellent condition. Mercury 15Hp 4-stroke motor, with trailer. Includes cover. 2 removable seats, anchor, bumpers, paddles, gas tank and more. Asking \$4400. Call 289-240-5155 leave message

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 It'll fit your child's lifestyle!  
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 All Custom covers, all sizes and all shapes. \$375.00 plus tax Free delivery. Let us come to your house & measure your tub! Pool safety covers. 905-259-4514. [www.durhamcovers.com](http://www.durhamcovers.com)

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 ARCHDIOCESE OF TORONTO

**PUBLIC NOTICE**  
 OUR LADY OF THE ASSUMPTION MAUSOLEUM IN RESURRECTION CEMETERY AT 355 TAUNTON ROAD EAST, WHITBY IS EXPANDING BY 1,355 SQ. METRES AND WILL CONTAIN 1,090 CRYPT SPACES AND 2,256 NICHE SPACES.

FOR FURTHER INFORMATION, PLEASE CONTACT: MR. LARRY MARTIN  
 TEL: 416-733-8544

**Articles for Sale**

**FRAMED 29"X34"**  
 Donnie Finley print (signed & numbered) "City Garden" \$150. Two James Lumbers prints (not signed/numbered) "Adrift" \$50. "Lucky Strike" \$50. Two hand-made Amish Queen-sized quilts (never used) bought in Indiana "Country Bride" \$200. "Star Pattern" \$150. One quilt topper, (bottom needs finishing) \$75. Two Amish hand-woven mats, one large, one small, of 2-colours \$25 each. Call 905-434-7060

**Cars Wanted**

**TRUCKLOADS OF NEW SCRATCH & DENT APPLIANCES.** New coin washers & dryers. Call us today: Stephenson's Appliances Sales Service & Parts, 154 Bruce St. Oshawa, (905)576-7448.

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**Articles for Sale**

**Firewood**

**#1 FIREWOOD**  
 Dawn & Dave  
 Sandyhook Road  
 4x8x12 = \$105  
 4x8x16 = \$115  
 Quality body wood, maple, beech & oak.  
 Delivery also Available  
 (705)277-9779  
 (905)439-9779

**Cars Wanted**

**WE PAY \$250 - \$6000** for your scrap cars, SUVs, vans & trucks. Dead or Alive. Free 24/7 towing. 647-267-1704

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 FREE TRIAL  
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 1.877.882.2070

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**STARMETROLAND MEDIA**



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**ALL ACCESS FREE TRIAL**  
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1.877.626.9999  
HARDY.LIVE.CHAT.COM

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Relaxing Massage  
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Attendants Voted #1  
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Unit 25  
7 days/week 10am-2am  
(905)831-3188  
**NOW HIRING**  
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**LaVillaSpa.ca**  
★★★★★  
Relaxing massage  
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Relaxing Massage  
VIP Rooms & Jacuzzi  
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| <b>Pickering</b><br>Thursday, June 6, 2019<br>6 p.m. to 8 p.m.<br>Pickering Recreation Complex, East Salon | <b>Ajax</b><br>Tuesday, June 11, 2019<br>6 p.m. to 8 p.m.<br>McLean Community Centre, Community Hall                 |
| <b>Oshawa</b><br>Wednesday, June 12, 2019<br>12 p.m. to 2 p.m.<br>Civic Recreation Complex, Bobby Orr Room | <b>Whitby</b><br>Wednesday, June 12, 2019<br>7 p.m. to 9 p.m.<br>Anderson Collegiate Vocational Institute, gymnasium |

All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com)

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**Kristin Demasi**  
Project Manager  
Metrolinx  
Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: May 23, 2019

**The John Howard Society of Durham Region** will be holding its annual business meeting on **Tuesday June 25th, 2019** at the agency's main office at 75 Richmond Street West, starting at 6pm with distribution of the audited financial statement and annual report. Please RSVP to [agm@jhsd.ca](mailto:agm@jhsd.ca), or contact Paul Dobbs or Dianna Eastwood at 905-579-8482.

Legal Notices Legal Notices

#### NOTICE TO CREDITORS AND OTHERS

All claims against the Estate of Ernest James Bogle, late of the Town of Whitby in the Regional Municipality of Durham, who died on or about the 9th day of November, 2018, must be filed with the undersigned Estate Trustees on or before the 11th day of July, 2019; thereafter, the undersigned will distribute the assets of the said estate having regard only to the claims then filed.

DATED at Oshawa this 28th day of May, 2019

**Kimberley Parchment,**  
Estate Trustee, by her Solicitors,  
**FRASER LAW PROFESSIONAL CORPORATION**  
270 Bond Street West  
Oshawa, ON L1J 0C4  
Attn: Erik M. Fraser  
905-240-7500

Boats & Supplies

**2009 PRINCECRAFT YUKON 14.3'**  
Excellent condition  
Mercury 15hp 4-stroke motor, with trailer.  
Includes cover, 2 removable seats, anchor, bumpers, paddles, gas tank and more.  
Asking \$4400.  
Call 289-240-5155 leave message

Articles for Sale

**GARDEN STUFF:** deck box \$40, wheelbarrow \$40, rain barrel \$35, bird bath (2) \$15/each, wire fencing, approx 40' \$30, wire garden trellises (7) \$10/each. 8000BTU Air conditioner \$160.  
905-571-3415

**TRUCKLOADS OF NEW SCRATCH & DENT APPLIANCES.** New coin washers & dryers. Call us today: Stephenson's Appliances, Sales, Service & Parts, 154 Bruce St. Oshawa, (905)576-7448.

Daycare Available

**Licensed Home Childcare**

It'll fit your child's lifestyle!

[www.watch.com/youtube](http://www.watch.com/youtube)

Safe Educational Reliable

Please call:

Bowmanville/Oshawa East  
(905)433-0558

Articles for Sale

**HOT TUB COVERS**

All Custom covers, all sizes and all shapes. \$375.00 plus tax. Free delivery. Let us come to your house & measure your tub! Pool safety covers. 905-259-4514.  
[www.durhamcovers.com](http://www.durhamcovers.com)

**CATHOLIC CEMETERIES FUNERAL SERVICES**  
ARCHDIOCESE OF TORONTO

#### PUBLIC NOTICE

OUR LADY OF THE ASSUMPTION MAUSOLEUM IN RESURRECTION CEMETERY AT 355 TAUNTON ROAD EAST, WHITBY IS EXPANDING BY 1,355 SQ. METRES AND WILL CONTAIN 1,090 CRYPT SPACES AND 2,256 NICHE SPACES.

FOR FURTHER INFORMATION, PLEASE CONTACT: MR. LARRY MARTIN  
TEL: 416-733-8544

Articles for Sale

**FRAMED 29"X34"**  
Donnie Finley print (signed & numbered) "City Garden" \$150. Two James Lumbert prints (not signed/numbered) "Adrift" \$50, "Lucky Strike" \$50. Two hand-made Amish Queen-sized quilts (never used) bought in Indiana "Country Bride" \$200, "Star Pattern" \$150. One quilt topper, (bottom needs finishing) \$75. Two Amish hand-woven mats, one large, one small, of 2-colours \$25 each. Call 905-434-7060

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#### #1 FIREWOOD

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Sandyhook Road  
4x8x12 = \$105  
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Quality body wood, maple, beech & oak.  
Delivery also Available  
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**WE PAY \$250 - \$6000** for your scrap cars, SUVs, vans & trucks. Dead or Alive. Free towing.  
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**AARON & AARON** Scrap Cars & Trucks Wanted. Cash paid 7 days per week anytime. Please call 905-426-0357.

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If it's collecting dust, it could be collecting cash!



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Starting at **\$20.00** (min)

(Items under \$1000 - up to 25 words, prices must appear in ad)

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Call to book your ad today

**905-576-9335 or 905-683-0707**

**STARMETROLAND MEDIA**

## Notice of Public Information Centre #1

### Durham-Scarborough Bus Rapid Transit

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.

#### The Project

The proposed Durham-Scarborough Bus Rapid Transit (BRT) is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. Metrolinx is studying the Durham-Scarborough BRT with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits which will be refined as the project progresses.



#### Learn more

Members of the public, agencies, Indigenous communities and other interested persons are encouraged to participate by attending consultation opportunities or by contacting staff directly with information, comments or questions.

We invite you to attend a public meeting to learn more about the Durham-Scarborough BRT project. This drop-in session will present information on the study, constrained areas in the corridor which require analysis, and the preliminary technical studies. The project team will be on-hand to answer questions and collect feedback.

The project team hosted Public Information Centres (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 available on the project website.

**Date:** September 26, 2019

**Time:** 3:30 – 5:30 p.m. and 6:30 – 8:30 p.m.

**Location:** University of Toronto Scarborough Campus  
The Meeting Place  
1265 Military Trail, Toronto, ON, M1C 1A4

All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com)

The venue is barrier free. Contact us if you require other accessibility accommodations.

#### Comments

We are interested in hearing any comments that you may have about this study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. Information will be collected 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.

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Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: September 12, 2019



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Aussi disponible en français.

Notice first posted: September 12, 2019

## BUSINESS

# YE SKEWERS HOT POT SERVES SOUPS SICHAUN-STYLE

Presenting itself as the ultimate place to share Sichuanese cuisine, Ye Skewers Hot Pot takes its selections seriously.

Celebrating its grand opening this month in a busy plaza at Midland and Finch avenues, Ye Skewers offers over 100 bite-sized items, including cuts of marinated beef, to diners in its Skewers Hall.

The north Scarborough restaurant has eight soup bases, and its signature spicy base (\$11.95) contains 30 secret ingredients fried over 10 hours.

It's owned by three Sichaunese friends, living in Toronto, who say Sichaun-style allows more experimentation while enjoying hot pot.

Skewer selection can be all-you-can-eat; \$27.99 Monday to Thursday, \$29.99 weekends and holidays, with children and seniors receiving discounts.

## NEWBIZ

LEARN ABOUT  
NEW BUSINESSES IN  
YOUR COMMUNITY. TORONTO.COM



Dan Pearce/Torstar

Owner Changbo Li shows food available at Ye Skewers Hot Pot, a new "traditional Sichuan skewered-style" hot pot restaurant.

## TYPE

Casual dining

## SPECIALTY

Sichuan skewered-style hot pot

## HOURS

Monday to Thursday 12 p.m. - 11 p.m.

Friday to Sunday 12 a.m. - 11 p.m.

## CONTACT

[www.yeskewershotpot.com](http://www.yeskewershotpot.com)  
3260 Midland Ave., F110  
647-340-1818  
[customers@yeskewershotpot.com](mailto:customers@yeskewershotpot.com)  
[www.facebook.com/Yeskewershotpot/](https://www.facebook.com/Yeskewershotpot/)

## THINGS TO DO



Our Lady of Penafrancia

The Virgin of Penafrancia replica statue sits ready at Scarborough's Bluffers Park for its annual festival in 2018.

# FILIPINOS GATHER AT BLUFFERS PARK FOR WATER PARADE

Scarborough's Bluffers Park Yacht Club hosts an ancient tradition on Saturday, Sept. 21, as devotees of a Virgin Mary statue known as the Lady of Penafrancia carry a replica of the image to Lake Ontario.

Organizers of the annual Virgin of Penafrancia Fluvial Parade then place the wooden statue on a boat and, between 10 and 11:30 a.m., maintain a parade on the water.

Filipinos' veneration of the statue dates back to 1712, and is strongest in the Bicol Region, where it is known as the Mother of Bicolanos.

The Penafrancia Fiesta at Bluffers Park typically draws more than 1,000 people and is "the largest celebration of the statue outside of the Philippines and the biggest in North America," the club said in a news release.

The day, co-hosted by the Bicol Canada Community Association, concludes with an evening mass at Our Lady of Assumption Church on Bathurst Street.

Michael's  
MAKE CREATIVITY HAPPEN

## CORRECTION NOTICE

In the circular beginning Friday, September 20, 2019, we incorrectly listed the sale price of Select Baking & Decorating Supplies as Buy One, Get One 50% Off. The correct sale price is Buy Two, Get One Free.

We apologize for any inconvenience this may have caused.

## Appendix D – Display Boards

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# Durham-Scarborough Bus Rapid Transit Welcome

Thank you for attending **Public Information Centre #1**  
for the Durham-Scarborough Bus Rapid Transit Project.

[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)



## What do you want to know?

Look for these symbols and colours to find related content:



Project Information



Initial Business Case



Bus Rapid Transit



Technical Information



Environmental Studies



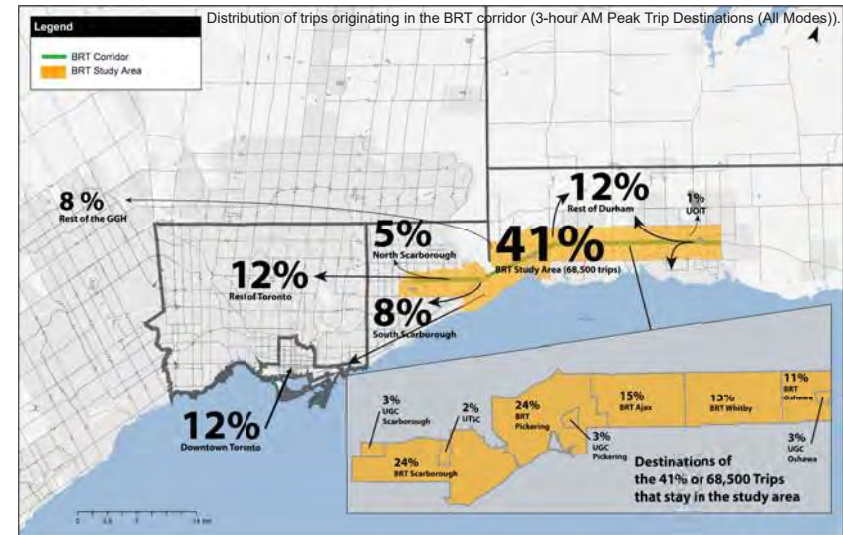
# What is the Durham-Scarborough BRT?

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

## Problem and Opportunity Statement:

The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints.

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



Source: 2011 Transportation Tomorrow Survey, Durham-Scarborough BRT Initial Business Case 2018



Tell us your thoughts on the Problem and Opportunity Statement by filling out your comment sheet.



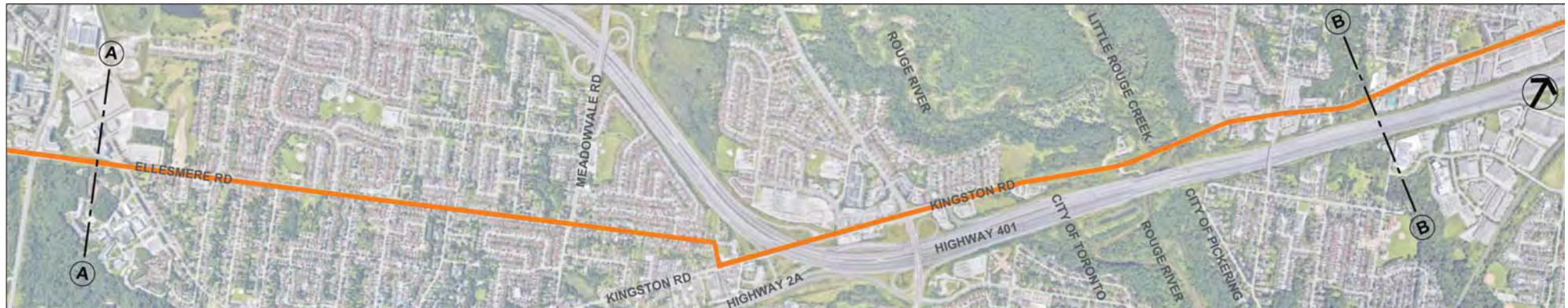
# Durham-Scarborough Bus Rapid Transit Corridor





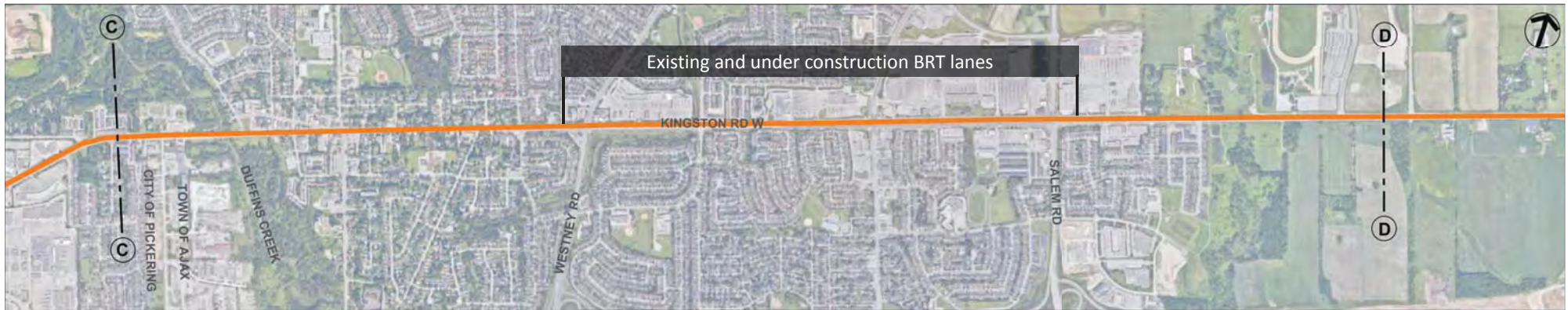


## Study Area





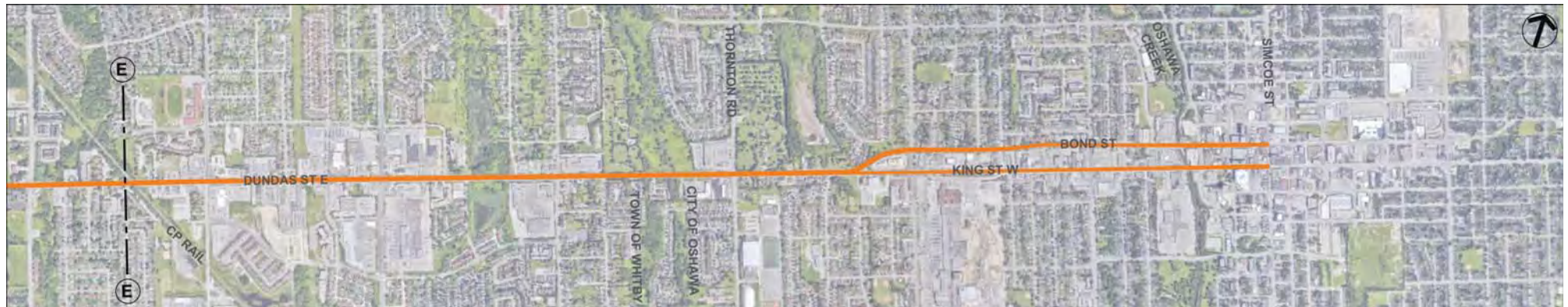
## Study Area





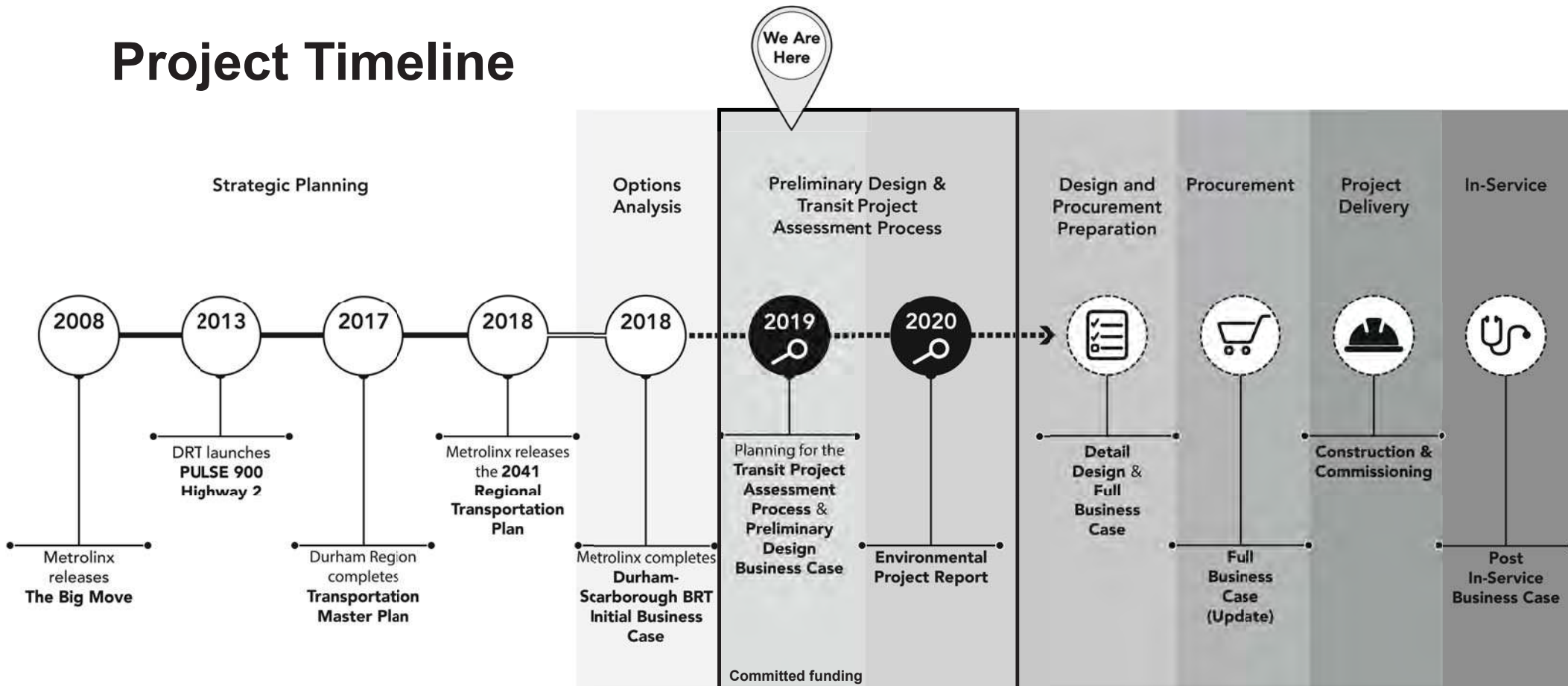


## Study Area





# Project Timeline







## What is an Initial Business Case?

As required by Metrolinx's Business Case Policy for capital infrastructure investments above \$50 million, an Initial Business Case was developed for the Durham-Scarborough BRT project.

The Initial Business Case sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity. It analyzes options for addressing that problem or opportunity and provides a recommendation to further refine in the next business case, the Preliminary Design Business Case.

Business Cases provide evidence to decision-makers, stakeholders and the public as a crucial part of transparent and evidence-based decision making processes.

## Initial Business Case Findings

This corridor is expected to host approximately 215,000 more residents and 66,000 more jobs in 2041. Higher capacity transit is needed to link communities and employment.

Investing in rapid transit will generate significant benefits to the Region, providing quality transit services to access destinations across Durham Region and the City of Toronto.

The Durham-Scarborough BRT Initial Business Case is available on the Metrolinx website.



**162**

Kilotonnes of CO<sub>2</sub> Reduced



**9.5**

Minutes Saved Per Rider



**208**

Fewer Traffic Related Injuries or Deaths



**686**

Millions of Dollars of Economic Benefits



**1.29**

Benefit to Cost Ratio

## Initial Business Case Recommended Option





# Initial Business Case Recommended Option

The recommended hybrid option is a mix of centre-median lanes, curbside lanes and transit priority measures, as shown on the map on the previous board.

Transit priority measures will be designed through specific “pinch points” to maintain reliability of BRT service along the corridor.

Transitions between the different right-of-way options will be evaluated to determine the solution that best provides transit priority while maintaining traffic flow.

The map is the starting point for more detailed analysis that will be completed as part of this project.

The Preliminary Design Business Case will refine this recommended option, clarify the scope and cost of the project, and is the next step towards procurement and construction funding for the project.

## Bus routing options



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

## Bus service options



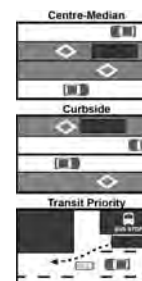
Recommended buses every 5 minutes in Durham Region, and a bus every 2 minutes in Scarborough.

## Stop spacing options



Recommended average stop spacing of 700 to 800 m.

## Right-of-way options



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





## 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 or less during peak hours.



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

Dedicated lanes for buses will be needed in the future.



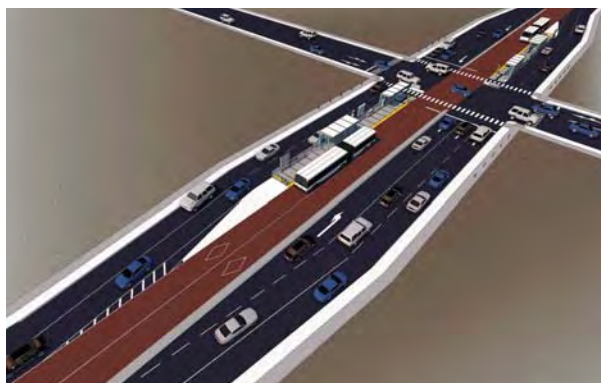
VIVA Rapidway in York Region.

Source: [www.vivanext.com](http://www.vivanext.com)



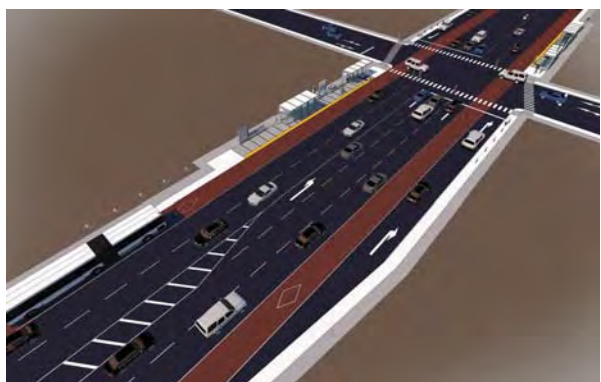
# BRT Lane Options

## Centre-median bus lanes



- Dedicated transit lanes in the centre of the road.
- Stops in the centre of the road at signalized intersections.
- Centre raised island restricts left-turns into and out of unsignalized side streets and driveways.

## Curbside bus lanes



- Dedicated transit lanes on the outside of the road.
- Stops on the side of the road at signalized intersections.

In general, dedicated transit lanes are preferred, where feasible:

### ✓ Reliable

High quality and most reliable Rapid Transit service.

### ✓ Wise Investment

Multiple service providers can use the lanes, supporting improved network integration.

### ✓ Safe

Fewer conflict points between turning traffic and transit.

### ✓ Walkable

More opportunities for streetscaping in between Rapid Transit stops.

### ✓ Future proof

Dedicated lanes are more flexible to future uses such as LRT.



## BRT Vehicles



PULSE bus

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

Vehicles are high capacity carrying up to 90 people.



Articulated TTC bus

Source: NGT news



Articulated VIVA bus

Vehicles run primarily in dedicated lanes and have priority through intersections to maintain service reliability.

Transit agencies are researching alternative energy systems.

## BRT Stops



Rendering of proposed centre median Bus Rapid Transit stop in London, Ontario.

Bus Rapid Transit curbside stop in Brampton, Ontario.



Bus Rapid Transit curbside stop in Durham Region.

Rendering of centre median Bus Rapid Transit stop in Ottawa, Ontario.







## Accessing Centre Median Stops



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



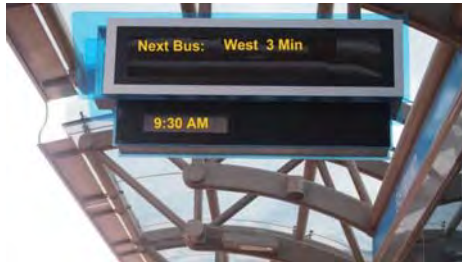
**2** ...and waits to cross the street.



**3** When the walk sign goes on, Jane crosses one direction of traffic to get to the westbound platform – her direction of travel.



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



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



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



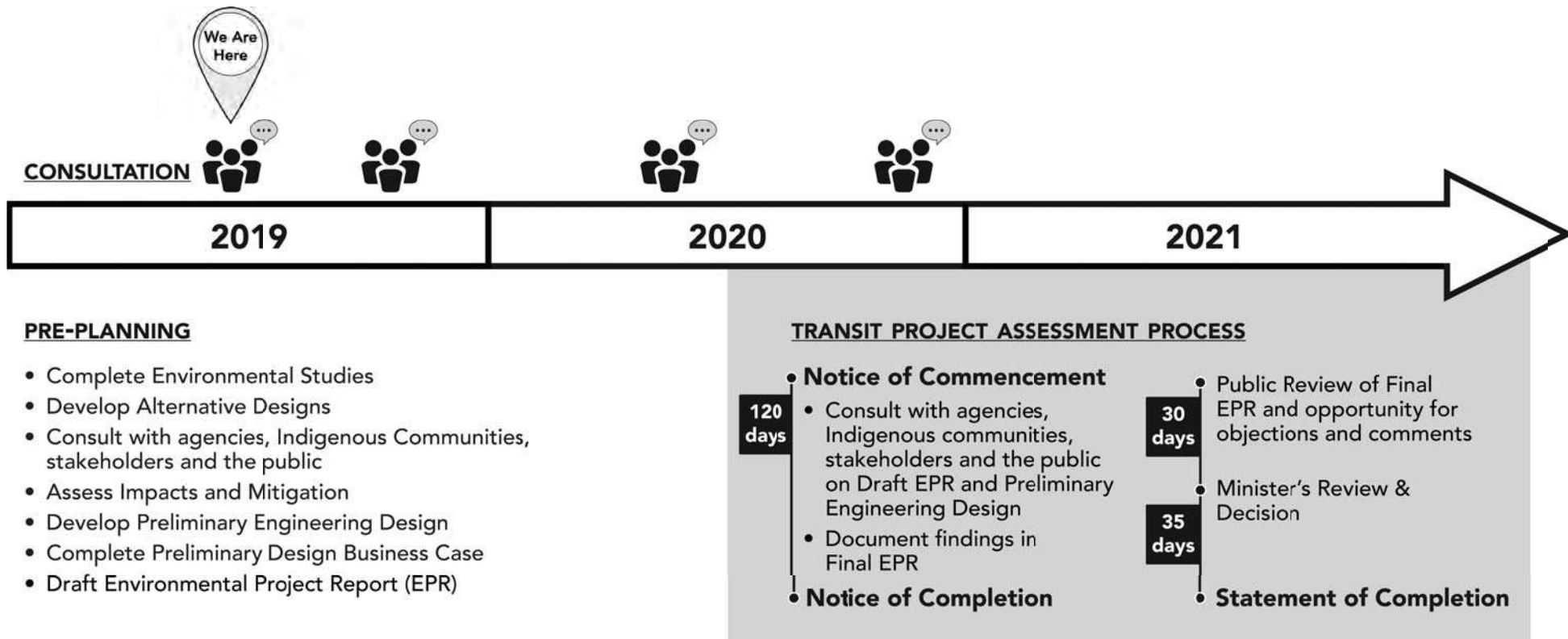
**7** Jane waits for her bus on the bench in the platform shelter.



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



# Study Process







# What is Preliminary Design?

During preliminary design, the following elements will be decided:

- Number and locations of stops
- Transitions between transit lane options
- Intersection layouts and lane configurations
- Location and type of sidewalks, bike lanes and streetscaping
- Bridge and structural design

The following roadway elements will be reviewed:

- Driveways and property impacts
- Traffic and parking operations and impacts
- Utility relocations, where needed
- Tree planting opportunities



Bike lane with parking



Cycle track with physical barrier



Street trees in planters



Street trees in grates



## Pinch Points along the Corridor

There are a number of constrained locations on the corridor, which will require more detailed design and analysis:

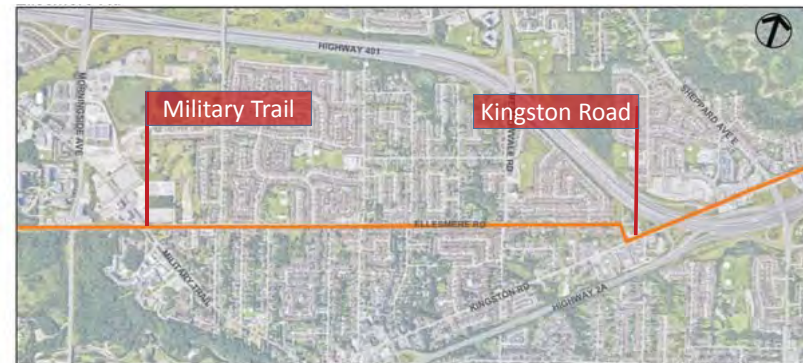
- Ellesmere Road – east of Military Trail
- Pickering Village (in Ajax)
- Downtown Whitby
- Downtown Oshawa
- CN and CP bridge locations

This study will focus on options to improve and maintain transit reliability.

The design and operation of the transition points will focus on maintaining reliability of BRT service through these sections, while minimizing impacts to the character of these neighbourhoods and providing transitions that are easily understood by all road users.

### Ellesmere Road – East of Military Trail

- 4-lane, undivided roadway
- Predominantly a residential area with local side street and driveway accesses
- Limited capacity for widening
- Focus on options to improve transit priority



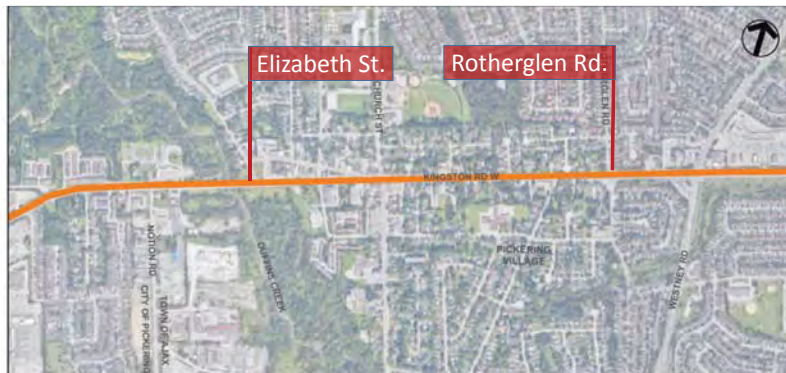
Tell us your thoughts on the pinch points and route ends by filling out your comment sheet or by adding sticky notes to the map.



# Pinch Points along the Corridor

## Pickering Village (in Ajax)

- Historic downtown with narrow right-of-way between Elizabeth Street and Rotherglen Road.
- Transition to dedicated lanes will happen beyond the limits of the Village.
- No on-street parking that can be converted.
- Potential solutions identified in the IBC included transit queue jump lanes and traffic signal optimization.



## Downtown Whitby

- Downtown with narrow right-of-way between Frances St. and Garden St.
- Transition to dedicated lanes will happen beyond the limits of the downtown area.
- The current on-street parking in downtown Whitby will be considered in the analysis.
- Potential solutions identified in the IBC included transit queue jump lanes and traffic signal optimization.



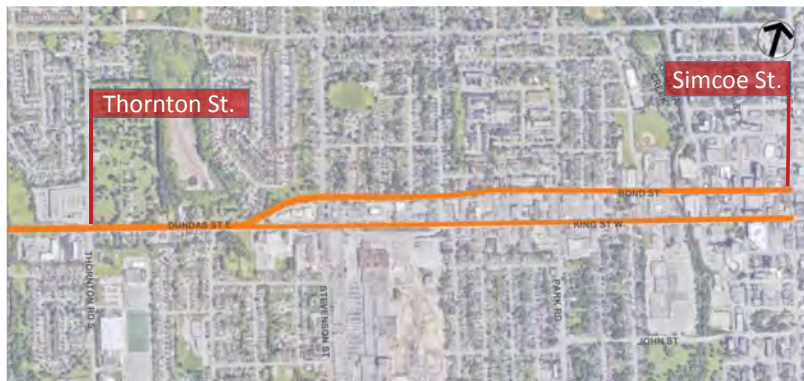




# Pinch Points along the Corridor

## Downtown Oshawa

- The IBC recommended BRT operation through Oshawa on the one-way couplet.
- Potential options identified in the IBC included curbside bus lanes in the same direction as, or opposite to, general traffic.



## CN and CP bridge locations

- CN Pickering crosses over the roadway on a single-track bridge.
- An Environmental Assessment has been completed to construct a new bridge to accommodate dedicated transit lanes and bike lanes.
- CP Whitby bridge crosses over the roadway on a two-track bridge (with only one operational track).





# West and East Ends of the Corridor

West End of the corridor is at Scarborough Centre:

- Buses will serve the new Scarborough Centre Station.
- How the buses loop into and out of the station is being developed jointly with the Scarborough Subway team.
- Stop placement, traffic control, transfers and bus movements will be reviewed to find the optimal solution.

East End of the corridor is near Simcoe Street in Oshawa:

- Connections to future rapid transit on Simcoe Street are critical for good service and a good transfer to the route serving Durham College / Ontario Tech University.
- Stop placement, traffic control, transfers and bus movements will be reviewed to find the optimal solution.



Tell us your thoughts on the pinch points and route ends by filling out your comment sheet or by adding sticky notes to the map.

West End



East End





# Draft Evaluation Criteria

The following draft criteria will be used to evaluate the design options. The criteria consider all aspects of the environment and align with the typical criteria used by the City of Toronto and Durham Region.

Each criteria will be evaluated based on a set of indicators. This evaluation will form the basis of the recommendations for the project.

### Compatible with Adjacent Communities

- Noise, vibration and air quality
- Community character
- Area business viability
- Development incentives

### Protect Historical, Cultural and Archaeological Resources

- Archaeological resources
- Cultural heritage resources
- Protection of public open spaces

### Protect, Improve and Restore the Natural Environment

- Surface water and groundwater
- Aquatic and terrestrial habitat
- Flora and Fauna
- Ecological linkages

### Increase Transit Ridership, Quality and Access

- Connectivity with other transit services
- Quality and reliability of transit service
- Accessibility to transit
- Safety and security

### Support A Sustainable Transportation System

- Pedestrian and cycling networks
- Transportation system capacity
- Goods movement

### Connect Major Facilities and Support Lands Designated for Development

- Catchment potential
- Transit-oriented development

### Provide a Wise Investment

- Existing and future infrastructure investments
- Capital costs
- Operation and maintenance costs
- Land acquisition costs



Tell us your thoughts on the evaluation criteria by filling out your comment sheet.



## Construction and Deliverability

- Construction is planned to occur in phases. Areas with existing congestion should be prioritized.
- The existing curbside lanes already in place through Pickering and Ajax have been constructed to minimize additional construction costs.
- Construction timing will depend on funding, property acquisition, permits and approvals.
- The corridor design will consider potential future conversion to LRT.







# Environmental Studies

To support the environmental assessment process, which will follow the Transit Project Assessment Process, a number of background studies will be completed to document the existing conditions in the corridor and assess any potential impacts the BRT project could have.

The studies will also document the potential mitigation measures that could be applied to reduce or eliminate any potential impacts.

Work is just beginning on these background studies, and field teams will be in the corridor throughout 2019 collecting and assembling the data.

Data collection work is underway, gathering background information from a variety of sources including the Conservation Authorities, various government agencies and existing databases. Previous studies in the corridor are also being reviewed.

The findings will be presented at future public meetings. Mitigation measures proposed through the studies will be used by the design team to review and improve the design.

The following studies will be undertaken to assess all aspects of the environment:

## Natural Environment Studies

- Natural Environment Study
- Tree Inventory
- Noise and Vibration Assessment
- Air Quality Assessment

## Social Environment Studies

- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Socio-economic and Land Use Study

## Geotechnical Studies

- Geotechnical Assessment
- Phase 1 Environmental Site Assessment

Technical studies will form part of the Environmental Project Report that will be posted for public review.



## Providing Feedback

Thank you for attending. We appreciate your feedback. Please let us know your thoughts by:

- Completing a comment sheet and dropping it in a comment box.
- Talking to a project team member.
- Emailing or mailing your comment sheet to the project team, at [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com) or the address listed below.
- Filling out the online survey on the project website.



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

David Hopper  
Consultant Project Manager  
Parsons  
(416) 352-8625

## Next Steps

- All information from today's meeting will be available on the project website.
- The project team will continue to work on technical studies.
- The next round of public meetings are planned for fall 2019.

### Stay up to date by:

- Signing-up for the project mailing list: [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)
- Visiting the project website: [www.metrolinxengage.com/dsbrt](http://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.

## Appendix E – Postcards



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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019


Front:




# Durham-Scarborough Bus Rapid Transit


## What is the project?


This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.


**36**  
Kilometres of Dedicated  
Transit Infrastructure

**9.5**  
Minutes Saved Per Rider



## Benefits

**Connecting** a vital corridor from Scarborough to Durham Region

Supporting **growth** along the corridor by providing higher transit capacity


Providing an alternative travel mode that will improve the **environment**


Back:



## We want to hear from you!

Whether you're a resident or frequent commuter within the corridor, we want to know what you think of the project and answer any questions you may have.

Sign up to receive email notices with new information and invitations to future events by emailing **[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)**

For additional project information please visit **[www.metrolinxengage.com](http://www.metrolinxengage.com)** or scan the code using your smartphone camera!



## Appendix F – Comment Sheets

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019

## Durham Region

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Thank you for attending the event – we appreciate your input. Please complete this comment form and drop it into the box provided, or submit it by mail or email by **June 27, 2019** to:

Kristin Demasi  
Project Manager  
Metrolinx  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

**1. What comments do you have on the project's Problem and Opportunity statement?**

lack of Durham trans meeting the link line in a reasonable time from i.e. Westney from Kingston Rd - 15 min wait 10 min ride - 55 min wait for 10 min ride.  
need smaller buses and good route trans.

**2. What are your thoughts on the Pinch Points along the corridor? What should the project team consider in these locations?**

Westney and Hardwood end Church.

**3. What are your thoughts on the West and East Ends of the corridor? What should the project team consider in these locations?**

Excellent

More on reverse

**4. What are your thoughts on the Draft Evaluation Criteria? Are there other criteria that should be considered?**

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**5. If you could add a stop along the corridor, where would it be?**

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**6. We are committed to keeping you informed. What additional information would be helpful?**

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**7. General Comments**

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Do you want to receive project updates by email?



Yes



No

Today's material is available on the project website at

[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

PLEASE PRINT

Name:



E-mail Address:

Telephone (optional):

**NOTICE OF COLLECTION OF PERSONAL INFORMATION**

The personal information collected on this form is collected under the authority of the Municipal Act, 2001, S.O. 2001, c. 25. Questions about this collection should be addressed to the Project Manager, Kristin Demasi at [Kristin.Demasi@Metrolinx.com](mailto:Kristin.Demasi@Metrolinx.com) or Tel: (416) 202-3723.



City of Toronto

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Thank you for attending the event – we appreciate your input.  
Please complete this comment form and drop it into the box  
provided, or submit it by mail or email by **October 10, 2019** to:

Kristin Demasi  
Project Manager  
Metrolinx  
[dsbri@metrolinx.com](mailto:dsbri@metrolinx.com)

**1. What comments do you have on the project's Problem and Opportunity statement?**

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**2. What are your thoughts on the Pinch Points along the corridor? What should the project team consider in these locations?**

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**3. What are your thoughts on the West and East Ends of the corridor? What should the project team consider in these locations?**

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*More on reverse*

**4. What are your thoughts on the Draft Evaluation Criteria? Are there other criteria that should be considered?**

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**5. If you could add a stop along the corridor, where would it be?**

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**6. We are committed to keeping you informed. What additional information would be helpful?**

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**7. General Comments**

More QS buses  
improve U+SC transit

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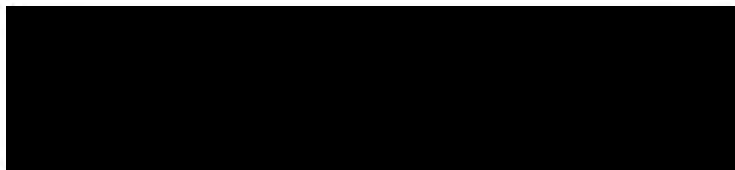
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Do you want to receive project updates by email?

☐ Yes ☒ No

Today's material is available on the project website at  
[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

PLEASE PRINT



Telephone (optional): \_\_\_\_\_

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Thank you for attending the event – we appreciate your input.  
Please complete this comment form and drop it into the box  
provided, or submit it by mail or email by **October 10, 2019** to:

Kristin Demasi  
Project Manager  
Metrolinx  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

**1. What comments do you have on the project's Problem and Opportunity statement?**

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**2. What are your thoughts on the Pinch Points along the corridor? What should the project team consider in these locations?**

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**3. What are your thoughts on the West and East Ends of the corridor? What should the project team consider in these locations?**

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*More on reverse*



**4. What are your thoughts on the Draft Evaluation Criteria? Are there other criteria that should be considered?**

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**5. If you could add a stop along the corridor, where would it be?**

*Thickson + Dundas (Whitby) -> major intersection*

**6. We are committed to keeping you informed. What additional information would be helpful?**

*emailing updates + timelines*

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**7. General Comments**

*even beyond the Highway 2 line between Ashawa - VSC, DRT in general needs to expand the reach of where the buses go, and improve infrastructure to make public transit use more efficient. Buses, especially from GO stations to residential areas, need to be more frequent on that thing don't have to rely on driving. Also, live updates on bus times! via text, app, etc (whatever works).*

Do you want to receive project updates by email?



Yes



No

Today's material is available on the project website at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

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Telephone (optional): \_\_\_\_\_

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Thank you for attending the event – we appreciate your input.  
Please complete this comment form and drop it into the box  
provided, or submit it by mail or email by **October 10, 2019** to:

Kristin Demasi  
Project Manager  
Metrolinx  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

**1. What comments do you have on the project's Problem and Opportunity statement?**

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**2. What are your thoughts on the Pinch Points along the corridor? What should the project team consider in these locations?**

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**3. What are your thoughts on the West and East Ends of the corridor? What should the project team consider in these locations?**

From Ontario Place west: widen road to 7 lanes  
2 Through.  
1 Centre left  
Use curb lanes for HOV  
Come back 5 years later + take it as about  
7 travel times.

More on reverse

4. What are your thoughts on the Draft Evaluation Criteria? Are there other criteria that should be considered?

*Failed to assess impact on businesses / homes along  
Edlesmere.*

5. If you could add a stop along the corridor, where would it be?

6. We are committed to keeping you informed. What additional information would be helpful?

7. General Comments

*- You haven't considered the impact on businesses placed  
washing + residences along Edlesmere w. J. Arthur Park Rd  
- Use / Guangway - Bushby to avoid McLean / Edlesmere*

Do you want to receive project  
updates by email?

☐

Yes

☐

No

Today's material is available on  
the project website at

[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

PLEASE PRINT



Telephone (optional): \_\_\_\_\_

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## Appendix G – Survey Responses

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# Durham-Scarborough Bus Rapid Transit

## Durham-Scarborough Bus Rapid Transit Survey 1

### Problem and Opportunity Statement

The project is driven by a Problem and Opportunity statement: The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints. With rapid growth in the past decade and an expectation for this growth to continue into the future, demand for travel along the corridor will continue to increase and a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary.

What comments do you have on the project's Problem and Opportunity statement?

|   |
|---|
| <ul style="list-style-type: none"><li>• It's rather accurate, directly along the line, major development is happening in Whitby and Downtown Pickering, higher order transit is necessary</li></ul>   |
| <ul style="list-style-type: none"><li>• I wholeheartedly agree. The non-downtown-core regions of the GTA need better links with each other to support our growing public transit needs.</li></ul>   |
| <ul style="list-style-type: none"><li>• Demand will definitely increase as Durham regions builds thousands of houses many with 3 and 4 cars. You need to plan and build options now and not talk about it forever. E.g. how about something like Vancouver 's sky train along taunton rd/steeles</li><li>• Make it fast and reliable and affordable.</li></ul>  |
| <ul style="list-style-type: none"><li>• We need to get commuters out of their vehicles and onto the Go buses. A multi level parking garage is badly needed at the Oshawa Go train station. A priority 1 for funding !!!</li></ul>   |
| <ul style="list-style-type: none"><li>• I would suggest adding a statement about increased traffic congestion along the corridor.</li></ul>   |
| <ul style="list-style-type: none"><li>• I appreciate the need to have transit which will move people not living in Toronto to the city. However, the method must answer the needs of the traveler without having a negative impact on those who reside in the communities and the businesses along the route as well.<br/>Your present plan of designating the two centre lanes to buses will have a negative effect on the residents as well as the businesses as there will be limited left turn opportunities. Since the City of Toronto already has the lands available to make Ellesmere a seven</li></ul> |



lane road as it presently is west of Brimley, and have the curb lanes designated for Bus Rapid Transit, two lanes each way for other vehicles and a centre left turn lane.

If you want to see chaos on the road, simply take a drive to Hwy 7 west of 404 through Concord and Woodbridge or Davis Drive through Newmarket. I had the pleasure of driving on Centre Street a couple of weeks ago where they are presently creating a Bus Rapid Transit system.

What a disaster!!!! Don't make the same mistake in Scarborough.

Regards,

[REDACTED]


- [REDACTED]

- This Problem and Opportunity Statement should be re-written to adequately address what it claims to.  
Problem: Increasing bus access to STC on this transit route is increasing traffic congestion for a route that is already seeing, "varied traffic, land use conditions and constraints."  
Opportunity: With a higher demand and increased need to link communities and employment on both sides of the Toronto-Durham boundary, Metrolinx can explore the increase of the already existing routes (900 Pulse and 38) and potentially facilitate a more direct transfer by arranging their timings to more closely align.

- A. Do it right the first time; we only want to pay for this once!  
B. Widen Ellesmere to seven lanes as it is west of Brimley, using curb lanes for buses, and make sure to provide centre turn lane! That will leave two lanes each direction for regular traffic which is only going to grow as the exburbs grow.

- The plan to designate two centre lanes for buses only would produce an extreme negative impact on both the residents in the neighbourhoods on the south side of Ellesmere as well as the businesses on the north side.  
I suggest 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.

- Focus on moving people in the city before trying to bring more people in.

|  |
|--|
| <ul style="list-style-type: none"> <li>I believe that it's quite accurate. Eventually buses won't do the job and I would hope that Metrolinx would look into a possible LRT line.</li> </ul>   |
| <ul style="list-style-type: none"> <li>I believe that it's quite accurate. Eventually buses won't do the job and I would hope that Metrolinx would look into a possible LRT line.</li> </ul>   |
| <ul style="list-style-type: none"> <li></li> </ul>  |
| <ul style="list-style-type: none"> <li>please hurry up!</li> </ul>   |
| <ul style="list-style-type: none"> <li>This is a ridiculous idea that will destroy ellesmere road and provide the residents who live there with constant noise and disruption not to mention an increase in crime. Kingston Road is more feasible for this line as it is already coming from durham on hwy 2.</li> </ul>   |
| <ul style="list-style-type: none"> <li>It presents the problem as a transportation capacity issue. It does not speak to the need to shift demand from cars to transit (and other modes). That need would exists even if the demand was constant and the capacity sufficient.<br/>It also says nothing about the need for transportation and the benefits it brings. Providing transportation enables all sorts of social and economic benefits. It's about getting people to places - the intermediate journey is literally the means to the end-point.</li> </ul> |
| <ul style="list-style-type: none"> <li>Travel time should be an important consideration. GO Transit's existing route 92, while not frequent, has limited stops and travels on the 401 straight to Scarborough Centre.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Why would the project end at McCowan and Ellesmere. That intersection is already busy with traffic at times. What happens at this intersection? Should it not end at destination? This project should not occur until the scheduled TTC projects are completed. I don't think the RT could handle the increased ridership resulting in more people from Scarborough in cars.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Fast and reliable rapid transit</li> </ul>  |
| <ul style="list-style-type: none"> <li>I agree that the Highway 2 Bus Rapid Transit corridor is a very important link connecting people through Durham and to Scarborough. It is very much needed so as this particular path does not have sufficient rapid transit.<br/>It is a good thing to build a higher capacity of transit before demand outgrows the supply of transit in this particular region.</li> </ul>   |
| <ul style="list-style-type: none"> <li>If the route has existing traffic, how does "rapid" fit into the picture</li> </ul>   |

|  |
|--|
| <ul style="list-style-type: none"> <li>It's not JUST highway 2 that people work along.</li> </ul>  |
| <ul style="list-style-type: none"> <li>I think your plan to designate two centre lanes for buses only would produce an extreme negative impact on both the residents in the neighbourhoods on the south side of Ellesmere as well as the businesses on the north side.<br/>I suggested that they 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.</li> </ul> |
| <ul style="list-style-type: none"> <li>This will cause a big problem for the people living south of Ellesmere and the businesses on the North of Ellesmere, we have a big number of customers that are coming from south, no accessibility from South to North side will cause us big set back in terms of customer loss.</li> </ul>   |
| <ul style="list-style-type: none"> <li>We are current business owners at Markham and Ellesmere and strongly oppose the proposed lane restrictions. The traffic is already constricted and nearly impossible to navigate at the best of times. This would cripple any transportation and accessibility at this intersection.<br/>Kindly review another option.</li> </ul>   |
| <ul style="list-style-type: none"> <li>It sounds really appealing, as a student travelling from Whitby to Scarborough everyday. If there's a way to make my commute more efficient, I'll take it!</li> </ul>   |
| <ul style="list-style-type: none"> <li>The construction is already heavy and will be made worse</li> </ul>   |

## Pinch Points

There are a number of constrained locations on the corridor, which will require more detailed design and analysis. This study will focus on how to transition in and out of dedicated lanes at each location to maintain transit reliability. Please share your thoughts on any of the six (6) pinch points listed below. What should the project team consider in these locations?

Which of the pinch points matter to you? Please select all that you would like to comment on.

|   |    |
|---|----|
| Ellesmere Road - East of Military Trail | 18 |
| Pickering Village (in Ajax)             | 3  |
| Downtown Whitby                         | 13 |

|                    |    |
|--------------------|----|
| Downtown Oshawa    | 8  |
| CN bridge location | 3  |
| CP bridge location | 3  |
| None of these      | 17 |

### **Ellesmere Road – East of Military Trail**

Predominantly a residential area with local side street and driveway accesses; Limited capacity for widening; Focus on options to improve transit priority

#### **Your comments on Ellesmere Road –East of Military Trail**

|  |
|--|
| <ul style="list-style-type: none"> <li>Traffic is already congested this project will make it worse both during construction and the long term.</li> </ul>   |
| <ul style="list-style-type: none"> <li>You need to look at if this will impact people from turning left from any side.<br/>Planning along Hwy 7 did not turn out to good, did it? Very hard to drive around and they have enough lanes which Ellesmere does not have. However, there is extra land around Ellesmere to add more lanes to minimize impact to area residents and businesses</li> </ul> |
| <ul style="list-style-type: none"> <li>A bus dedicated lane while mean the current 2 lane traffic would be merged into 1 lane for both directions. This would increase congestion and travel time. The road must be widened to maintain the current driving conditions for passenger vehicles. Or find a new route for the bus. Just have the bus take the 401</li> </ul>                            |
| <ul style="list-style-type: none"> <li>Why would you try and widen ellesmere road between military trail and Kingston road. Instead use Kingston road. Trying to widen into 3 lanes will result in numerous property complaints and also non-stop noise from busses. We already have frequent durham transit buses who do not stop and speed by going over 50km/hr on ellesmere road.</li> </ul>     |
| <ul style="list-style-type: none"> <li>If there are four lanes, then one each way can become reserved for buses and right-turning traffic.</li> </ul>  |
| <ul style="list-style-type: none"> <li>Make the lane closest to the sidewalk the brt lane but allow vehicles to use it if they need to turn right, or go to there home/destination.</li> </ul>   |

|  |
|--|
| <ul style="list-style-type: none"> <li>I Strongly oppose this proposal to built two-lane rapid transit, this will have a great negative impact on our business. I would urge Metrolink to abandon this proposal and search for an alternate plan for improving our transit system.</li> </ul>  |
| <ul style="list-style-type: none"> <li>That right turn into Meadowvale makes me so nervous! I know all the bus drivers are fully trained but that turn is so tight and the size and shape of the vehicle probably doesn't help either! I'm afraid for people in the left turning lane! As for Ellesmere, if I'm thinking of the correct road and area, there seems to be much more space now than there was since I started going to UTSC in September 2017. I remember the construction a few weeks ago and the roads seem wider! Still quite bumpy though, I can tell even the drivers have to change lanes to avoid that part then change back into the right line for the bus stop.</li> </ul> |
| <ul style="list-style-type: none"> <li>should consider 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.</li> </ul>  |
| <ul style="list-style-type: none"> <li>Durham-Ellesmere Rapid Transit Route Expansion Project<br/>This is a residential community with elementary schools in the area and consequently a number of young students. Pedestrian safety is a primary concern and disruption to the existing landscape would create environmental and negative lifestyle changes. Increased fuel emissions and vibrations to existing structures also needs to be considered. Plus the addition of increased heavy transportation vehicles will contribute to the deterioration of the area's infrastructure, including the wear and tear of Ellesmere's residential road.</li> </ul>                                  |
| <ul style="list-style-type: none"> <li>Traffic is already a lot</li> </ul>   |

### **Pickering Village (in Ajax between Elizabeth Street and Rotherglen Road)**

Transition to dedicated lanes will happen beyond the limits of the Village; No on-street parking that can be converted; Potential solutions such as transit jump lanes and traffic congestion optimization

#### **Your comments on Pickering Village (in Ajax)**

- No comments received.



## Downtown Whitby (between Frances Street and Garden Street)

Transition to dedicated lanes will happen beyond the limits of the downtown area; The current on-street parking in downtown Whitby will be considered in the analysis; Potential solutions including queue jump lanes and traffic signal optimization

### Your comments on Downtown Whitby

|  |
|--|
| <ul style="list-style-type: none"><li>• The city should consider a left turn lane to open up two lanes of moving traffic through this area</li></ul>   |
| <ul style="list-style-type: none"><li>• It is very narrow and the Brock stop is not in a good spot for the bus to pull out.</li></ul>  |
| <ul style="list-style-type: none"><li>• What is the distance of the queue jump lanes approaching and leaving the intersection?</li></ul>   |
| <ul style="list-style-type: none"><li>• Able to park in front of stores that are along Dundas which constrains two lanes into one for local traffic.</li></ul>   |
| <ul style="list-style-type: none"><li>• The only part with fewer than four lanes is the block between Byron and Brock. The rest of this section could have bus-only lanes simply by converting the existing lanes.<br/>If the section between Byron and Brock St had no on-street parking, then there would be room for three lanes - one each way for traffic, and for only buses in one direction. An eastbound bus-only lane makes more sense, as it would avoid the queue and Brock &amp; Dundas.<br/>From the west, the existing right-turn lane could be used by buses and right-turning traffic only. Signal priority would allow the buses to get ahead of the queues and beat the traffic immediately west of Brock St.<br/>There is adequate parking in the area around the section between Byron and Brock St. For example, Byron St has a municipal parking lot immediately north of Dundas. (It would be useful to survey the on-street parking to determine how long vehicles are parked for - is it customers of local businesses, or workers?)</li></ul> |
| <ul style="list-style-type: none"><li>• Important corridor, transit should take priority with consideration for the needs of small business.<br/>On-street parking should be removed, but replaced with dedicated off-street or side street locations, as demand warrants.</li></ul>   |
| <ul style="list-style-type: none"><li>• The so-called "Four Corners" in Whitby is already too 'tight' to allow for extra traffic. Perhaps the route could be changed to run down Henry Street across the 401 turning right onto Victoria, thus connecting with the GO station. It could then run along Victoria to Stevenson, cross the 401 again and enter Oshawa there.</li></ul>  |

- It's very tight there, makes me nervous. Especially when the driver drives down the road on the side of the library to stop at Brock. I know there's a hill but some drivers speed down it and it feels like they're about to crash into the shelter! I'm not sure if the shelter is in an awkward spot or could be smaller or if it's the driver. The parking spots also make it so hard to stop there, especially when there's traffic. Yesterday I had a very aggressive driver (aggressive throughout the trip as well) but in Downtown Whitby at the stop I was talking about, he was caught in traffic but there was a enough space to squeeze himself through a parked car and a car in traffic to his right at a res light. He tries to go between these cars, realizes he can't fit, honks at the car to his left to move forward, then proceeds to stop at the stop. I know drivers have to stay on schedule but I have never experienced such an aggressive driver in such a tight spot, it was uncomfortable as a passenger. If there's a way to move or shrink the shelter or widen the road I think that would be great.

## Downtown Oshawa

The IBC recommended BRT operation through Oshawa on the one-way couplet; Options for the provision of BRT infrastructure will be reviewed including curb running and contra-flow options; Other transit priority measures may need to be considered if required.

### Your comments on Downtown Oshawa

- Dont know anything about it and I live there. Need to educate myself and be educated by the city and region. Whatever happens needs to be linked to a system to get me into Toronto in an efficient way.
- The Thornton stop is in a dark part of the road and does not feel the most safe.
- The BRT services should be extended east of downtown Oshawa, even if the dedicated infrastructure does not.  
In the western portion of this segment, there is much more commercial activity south of King than north of Bond. Using Bond for the BRT would mean that more pedestrian crossings would be needed on King.  
This entire segment has multiple lanes on both Bond and King. Bus-only lanes should be delivered by converting existing lanes.
- Don't like the idea of contra-flow at all.  
Transit should be intuitive to use; it runs the direction of traffic on the road.

- Design should contemplate its impact on, or impact by future 2-way conversion of these roads as that discussion does crop up periodically.
- need parking for people who need to drive to bus pickup point. I work in Scarborough and would use the corridor if it was easier to use (i.e.: parking, affordable, fast transit). Also dedicated lanes can't bug up local traffic. Oshawa is already hard to get around in.

## CN Bridge Location

CN Pickering crosses over the roadway on a single-track bridge. An Environmental Assessment has been completed to construct a new bridge to accommodate dedicated transit lanes and bike lanes.

Your comments on CN bridge location

- There are four lanes here. One each way can become reserved for buses.  
Widening the bridge would allow bike lanes and sidewalks to be installed (because, astonishingly, there aren't sidewalks along this stretch of road!) but is not necessary for bus-only lanes.

## CP Bridge Location

CP Whitby bridge crosses over the roadway on a two-track bridge (with only one operational track). The bridge would need to be replaced with a longer bridge to allow for more traffic lanes to be added.

Your comments on CP bridge location

- There are four lanes here. One each way can become reserved for buses and right-turning traffic. There is no need to replace this bridge.

## Corridor Ends

What are your thoughts on the corridor ends? What should the project team consider in these locations?

### West End Corridor End

The West End of the corridor is at Scarborough Centre: Buses will serve the new Scarborough Centre Station. How the buses loop into and out of the station is being developed jointly with the Scarborough Subway team. Stop placement, traffic control, transfers and bus movements will be reviewed to find the optimal solution.

#### Your comments on the West End

|  |
|--|
| <ul style="list-style-type: none"><li>I would like to see minimal impact to Frank Faubert Woodlot. I would definitely appreciate robust bike lane connections to nearby supporting destinations and infrastructure. In particular, the Meadoway and the Library. It's hard to comment since I don't really have any idea of how the subway will be constructed and where it will be when completed. Perhaps its best for the bus platforms to also be underground, not unlike Don Mills Station?</li></ul> |
| <ul style="list-style-type: none"><li>Make sure there is capacity for all the riders. Sorry not sure where it starts? Make sure businesses are consulted and listened to not just residents. Businesses employee people who pay taxes... and vote.</li></ul>   |
| <ul style="list-style-type: none"><li>there are already go buses running between STC and Whitby. If the the route could move up to Tauton sounds better to me</li></ul>  |
| <ul style="list-style-type: none"><li>Ensure nighttime safety when connecting to the subway line or other transit options</li></ul>  |
| <ul style="list-style-type: none"><li>Will take a lot longer than it already does. But will increase cross town traffic.</li></ul>   |
| <ul style="list-style-type: none"><li>Reroute so it doesn't come into Scarborough Town Centre without coming through Ellesmere and McCowan which is already really bad at rush hour like coming in across Progress instead</li></ul>   |
| <ul style="list-style-type: none"><li>I don't have any specific comments, but you must keep in mind that the Ellesmere-McCowan intersection is one of the busiest in the City of Toronto.</li></ul>  |
| <ul style="list-style-type: none"><li>Ellesmere-McCowan intersection has operated at/over capacity for some time. City has approved extending Bushby drive east from McCowan to Bellamy. Given the origin-destination of the majority of your future riders, you should consider using this new 4 lane road to avoid congestion at Ellesmere-McCowan intersection.</li></ul>   |

|   |
|---|
| <ul style="list-style-type: none"> <li>Do not want. There is no space in the Scarborough bus terminal. Advised that riders take a TTC or GO bus if they want to access this space. Pulse should not be servicing this space.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Please do not have buses running in, or turning to and from centre lanes!!! It only makes the commute longer and takes up more space with bus stops then being in centre of traffic! Insane idea!. Buses use right lane only, restrict car traffic from these lanes unless they are turning, as has been done on Eglinton and other boulevards.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Please make sure this does not impact residents or businesses. The area is very congested with traffic as is.</li> </ul>   |
| <ul style="list-style-type: none"> <li>This is already a high traffic intersection during rush hour with easy access to the 401, Scarborough town centre, civic center services and rt station. The bus route should not impact the current traffic conditions and place additional burden on the commuters of Toronto (both vehicles and TTC) that go through this vital intersection</li> </ul>   |
| <ul style="list-style-type: none"> <li>There should be some type of underground connection to the subway stop.</li> </ul>   |
| <ul style="list-style-type: none"> <li>There should be some type of underground connection to the subway stop.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Linking the east side to the rest of the city through the Scarborough bus corridor and then the subway to downtown is critical.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Scarborough town centre is already a mess, doesn't matter.</li> </ul>  |
| <ul style="list-style-type: none"> <li>I would hope this project is up and running in less time that it takes to build a subway extension. Assuming that's the case, then the study should consider intermediate arrangements.</li> </ul>   |
| <ul style="list-style-type: none"> <li>I would suggest two branches: one that goes to Scarborough Centre via UTSC and one that goes straight to Scarborough Centre via the 401</li> </ul>   |
| <ul style="list-style-type: none"> <li>Why would the project end at McCowan and Ellesmere. That intersection is already busy with traffic at times. What happens at this intersection? Should it not end at destination? Why not end at the GO train station?<br/>This project should not occur until the scheduled TTC projects are completed. Can the RT handle the increased ridership? Or will it result in more people from Scarborough using cars.</li> </ul> |




|   |
|---|
| <p>Please do not remove any trees in the woodlot.</p>   |
| <ul style="list-style-type: none"> <li>Consider the existing entrance of busses along McCowan Road and how congested that entrance is already due to several number of busses coming through in and out.<br/>If there is a possible way of having an entrance and exit where a bus does not need to wait for traffic lights would lead to faster and ontime arrivals.</li> </ul>  |
| <ul style="list-style-type: none"> <li>The BRT needs to have the objective defined first before deciding what to connect to on the West End.<br/>1) if it serves as an extension of the subway line, then have priority to connect to subway<br/>2) if it serves to become a mega transit hub, the priority should be to merge the terminal with other TTC bus lines, GO bus lines and the mall to attract ridership<br/>3) if it serves to simply connect scarborough with durham, priority should be given to parking spaces so people can drive to the BRT terminal</li> </ul>   |
| <ul style="list-style-type: none"> <li>looks good</li> </ul>  |
| <ul style="list-style-type: none"> <li>The plan to designate two centre lanes for buses only would produce an extreme negative impact on both the residents in the neighbourhoods on the south side of Ellesmere as well as the businesses on the north side.<br/>I suggested that they 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.</li> </ul> |
| <ul style="list-style-type: none"> <li>Ellesmere Road is a nice and peaceful traffic route, this will create a traffic mess because of no left turns and difficult for the people and business across Ellesmere.</li> </ul>   |
| <ul style="list-style-type: none"> <li>I like this a lot! It would be great to be able to take the 900 all the way to the mall, instead of transferring and getting on the TTC!!</li> </ul>   |
| <ul style="list-style-type: none"> <li>they 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.</li> </ul>   |

## East Corridor End

The East End of the corridor is near Simcoe Street in Oshawa: Connections to bus service on Simcoe Street are critical for good service and a good transfer to the route serving Durham College/Ontario Tech University. Stop placement, traffic control and bus movements will be reviewed to find the optimal solution.

### Your comments on the East End


|   |
|---|
| <ul style="list-style-type: none"><li>• Not very familiar with this terminal nor its surroundings, but I'm always an advocate for bike infrastructure! Nearby bike parking can often be lacking.</li></ul>  |
| <ul style="list-style-type: none"><li>• Make sure all the current and future housing numbers are being included. Traffic will get worse over time. What type of services will be done to get people in/out of Scarborough? Why not a monorail like the sky train running from taunton in oshawa right through to scarboroguh. Need action and not years of talk talk and government changes.... need a working system sooner than later. You want people out of their cars .... but you need to provide a viable alternative. The go train is good but that's too far south . Taunton rd. Steeles would be perfect with a sky train. Even a bullet type train. Think big and think fast and do it soon.</li></ul> |
| <ul style="list-style-type: none"><li>• Safety in this area!</li></ul>  |
| <ul style="list-style-type: none"><li>• Going a bit farther into Oshawa say to mary or center will increase access to the downtown core</li></ul>   |
| <ul style="list-style-type: none"><li>• </li></ul>   |
| <ul style="list-style-type: none"><li>• No comments at this time.</li></ul>   |
| <ul style="list-style-type: none"><li>• Sounds good as is.</li></ul>  |
| <ul style="list-style-type: none"><li>• Sounds good as is.</li></ul>  |
| <ul style="list-style-type: none"><li>• More destruction of a peaceful neighbourhood.</li></ul>   |
| <ul style="list-style-type: none"><li>• The services on the corridor should extend east of Simcoe St, ideally as a far as the east side of Courtice. This is because there is significant demand from the east flowing through downtown Oshawa.</li></ul>   |
| <ul style="list-style-type: none"><li>• Should run slightly east of downtown Oshawa, you don't want an extra transfer for those east of Simcoe if not essential.</li></ul>  |
| <ul style="list-style-type: none"><li>• should go at least as far as Harmony Rd.</li></ul>  |

- This doesn't really affect me as I get off in Whitby so I have no comments here.

## Design Criteria

The design options will be evaluated using the following draft seven criteria. Each criterion will be evaluated base on a set of indicators. This evaluation will form the basis of the recommendations for the project.

What are your thoughts on these evaluation criteria? Are there other criteria that should be considered?

|  |
|--|
| <ul style="list-style-type: none"> <li>• For nearly everything stated, I'm onboard and cheering you on. "Goods Movement" has me a little confused. What does it have to do with and improved public transit corridor?</li> </ul>   |
| <ul style="list-style-type: none"> <li>• All good and necessary. Make sure businesses are canvassed and listened too or some might give up and move out of the city. But set a time limit on how long the discussions can be and then close the door and make decisions. Or it will take forever and there will be many elections and nothing will get done. Each new government will want to change things. Listen to the people and businesses.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Invest in green energy replace the diesel fleet gradually with hybrid electric buses.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• I have no comments on the foregoing. It seems to be quite comprehensive.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Need to understand impacts on existing employment along north side of Ellesmere from McCowan to east of Markham Road with any design that eliminates left turns into-out of existing businesses for employees, customers and handling goods.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• </li> </ul>  |
| <ul style="list-style-type: none"> <li>• Consideration to timing of buses to those already utilizing and depending on this service.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Yes to all of the above. Get it right the first time and do not start it if you cannot finish it.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• that area residents can still turn left no matter what street they are on</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Impact of quality of life on residents in neighborhoods.</li> </ul>   |

|   |
|---|
| <ul style="list-style-type: none"> <li>Improvements to surrounding facilities, roads and infrastructure so that it can support the influx of people</li> </ul>  |
| <ul style="list-style-type: none"> <li>I think it's important to keep such criteria as a top priority.</li> </ul>   |
| <ul style="list-style-type: none"> <li>I think it's important to keep such criteria as a top priority.</li> </ul>   |
| <ul style="list-style-type: none"> <li>These evaluation criteria DOES NOT take into consideration the people who live on ellesmere road nor any other street that this proposed noisy and polluting bus lane affects.</li> </ul>  |
| <ul style="list-style-type: none"> <li>There is nothing here about what transport can do to improve people's lives. The criteria should look at people's access to jobs, employers' access to the labour market, access to amenities, etc.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Very thorough</li> </ul>   |
| <ul style="list-style-type: none"> <li>The broad criteria are fine.<br/>But the details need to be fleshed out in terms of options to be examined.<br/>1) Shelters should, ideally, allow for winter-heating, the decision could be made to omit these devices initially, but the design should support their installation, including any requisite wiring.<br/>2) Canopies, if/where provided should minimize wind/precipitation from all directions. Some have been designed in the past with insufficient real-weather protection.<br/>3) Snow-melt systems should be considered for bus platforms, whether on islands or in sidewalks adjacent to shelters. This produces not only a safety/liability benefit (ensuring ice never forms, vs delays in manual snow removal of several hours) but also reduces salt use, both an environmental benefit and lessens damage to footwear/pants.<br/>4) Where possible, smaller stops (without canopy) should feature a shade tree which can mitigate the effect of hot summer sun.<br/>5) Next Bus Arrival system is required at all stops.</li> </ul> |
| <ul style="list-style-type: none"> <li>What about proposed infrastructure? What about TTC takeover? What about safety at intersections and increased development ?</li> </ul>   |
| <ul style="list-style-type: none"> <li>Nonem. I think it covers everything.</li> </ul>  |
| <ul style="list-style-type: none"> <li>Impact to local traffic and business during construction, and impact after construction</li> </ul>   |
| <ul style="list-style-type: none"> <li>There must be parking lots. Ideally low-cost or free with transit pass</li> </ul>  |

|   |
|---|
| <ul style="list-style-type: none"> <li>• Left hand turn access points to existing commercial and residential developments and the impact and delays caused by eliminating access to properties.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• I have big concerns especially in regards to Pollution, as it will cause Environmental and Noise pollution also will negativity limit accessibility of local area neighbours and business, which will cause business to suffer and result in job loss.</li> </ul>                                |
| <ul style="list-style-type: none"> <li>• Honestly 10/10</li> </ul>  |
| <ul style="list-style-type: none"> <li>• they 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.</li> </ul> |



- [REDACTED]
- Besides population growth, this project is required to meet the demographic challenge posed by the increasing number of senior citizens requiring public transit and the growing desire for more environmentally-sustainable transit options.
- A good plan for the area. Viva rapid transit has already built a bus rapid transit corridor on highway 7 in York region. Durham can also do the same.
- Make sure the buses don't need to wait for 2 mins to get out of the centre bus lane
- [REDACTED]

|   |
|---|
| <ul style="list-style-type: none"> <li> <div></div> </li> </ul>   |
| <ul style="list-style-type: none"> <li>           I believe that the Durham Region has been neglected by Metrolinx. Ottawa, Kitchener, Toronto all are now installing LRT vehicles in their main arteries and yet, Durham's plan to take us to 2041 is simply more bus. Currently all Durham's investment in public transit seems to be to get people into Toronto while those wishing to get around Durham find poor connections east west, cramped peak time buses and ridiculous wait times for local transit. Our population rivals Kitchener. Why only yellow buses?         </li> </ul> |

## Pinch Points

There are a number of constrained locations on the corridor, which will require more detailed design and analysis. This study will focus on how to transition in and out of dedicated lanes at each location to maintain transit reliability. Please share your thoughts on any of the six (6) pinch points listed below. What should the project team consider in these locations?

Which of the pinch points matter to you? Please select all that you would like to comment on.

|   |   |
|---|---|
| Ellesmere Road - East of Military Trail | 3 |
| Pickering Village (in Ajax)             | 3 |
| Downtown Whitby                         | 3 |
| Downtown Oshawa                         | 3 |
| CN bridge location                      | 3 |
| CP bridge location                      | 3 |

## Ellesmere Road – East of Military Trail

Predominantly a residential area with local side street and driveway accesses; Limited capacity for widening; Focus on options to improve transit priority


Your comments on Ellesmere Road –East of Military Trail

|             |
|-------------|
| <div></div> |
| <div></div> |

### **Pickering Village (in Ajax between Elizabeth Street and Rotherglen Road)**

Transition to dedicated lanes will happen beyond the limits of the Village. No on-street parking that can be converted. Potential solutions such as transit jump lanes and traffic congestion optimization

Your comments on Pickering Village (in Ajax)

|   |
|---|
|  |
|  |

### **Downtown Whitby (between Frances Street and Garden Street)**

Transition to dedicated lanes will happen beyond the limits of the downtown area. The current on-street parking in downtown Whitby will be considered in the analysis. Potential solutions including queue jump lanes and traffic signal optimization.

Your comments on Downtown Whitby

|   |
|---|
|  |
|---|

### **Downtown Oshawa**

The IBC recommended BRT operation through Oshawa on the one-way couplet. Options for the provision of BRT infrastructure will be reviewed including curb running and contra-flow options. Other transit priority measures may need to be considered if required.


Your comments on Downtown Oshawa

|   |
|---|
|  |
|---|

### **CN Bridge Location**

CN Pickering crosses over the roadway on a single-track bridge. An Environmental Assessment has been completed to construct a new bridge to accommodate dedicated transit lanes and bike lanes.

Your comments on CN bridge location

|   |
|---|
|  |
|---|

### **CP Bridge Location**

CP Whitby bridge crosses over the roadway on a two-track bridge (with only one operational track).The bridge would need to be replaced with a longer bridge to allow for more traffic lanes to be added

Your comments on CP bridge location

## Corridor Ends

What are your thoughts on the west and east ends of the corridor? What should the project team consider in these locations?

### West End Corridor End

The west end of the corridor is at Scarborough Centre: Buses will serve the new Scarborough Centre Station. How the buses loop into and out of the station is being developed jointly with the Scarborough Subway team. Stop placement, traffic control, transfers and bus movements will be reviewed to find the optimal solution.

Your comments on the west end

### East Corridor End

The east end of the corridor is near Simcoe Street in Oshawa: Connections to bus service on Simcoe Street are critical for good service and a good transfer to the route serving Durham College/Ontario Tech University. Stop placement, traffic control and bus movements will be reviewed to find the optimal solution.

Your comments on the east end

**University of Toronto Scarborough Campus Public Meeting (3:30PM-5:30PM), September 26, 2019**

Name

|            |
|------------|
| ██████████ |
| ██████████ |

E-mail

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First three characters in your postal code

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| ██ |
| ██ |

Do you require any accommodation (e.g. visual/hearing impaired, interpretation, other)?

**Design Criteria**

The following draft criteria will be used to evaluate the design options. Each criterion will be evaluated based on a set of indicators. This evaluation will form the basis of the recommendations for the project.

What are your thoughts on these draft evaluation criteria? Are there other criteria that should be considered?

- No comments received.



## Appendix H – Emails

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
October 24, 2019

## Durham Region

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Hi

Thanks,  
Kristin

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:

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

Thank you



| Category       | Percentage |
|----------------|------------|
| Very important | 75%        |
| Important      | 15%        |
| Not important  | 10%        |
| Don't know     | 0%         |

[REDACTED]  
[REDACTED]

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City of Toronto

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**From:** DSBRT  
**To:** [REDACTED]  
**Subject:** [REDACTED]  
**Date:** Thursday, 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](http://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 | 97 Front Street West | Toronto | Ontario | M5J 1E6  
P: 416-202-3723 C: 416- 458-4521 E: [Kristin.Demasi@metrolinx.com](mailto:Kristin.Demasi@metrolinx.com)

---

**From:** Metrolinx Engage [mailto:[support@76design.com](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:

[REDACTED] represents the [REDACTED]

[REDACTED] 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>



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[Twitter](#)



[Instagram](#)

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**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Road Planning On Ellesmere Rd / Markham Rd  
**Date:** Thursday, September 26, 2019 11:32:32 AM

---

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, September 26, 2019 11:05 AM  
**To:** [REDACTED]  
[REDACTED]  
[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]

This e-mail may contain confidential and/or privileged information for the sole use of the intended recipient. Any review or distribution by anyone other than the person for whom it was originally intended is strictly prohibited. If you have received this e-mail in error, please contact the sender and delete all copies. Opinions, conclusions or other information contained in this e-mail may not be that of the organization.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Road Planning On Ellesmere Rd / Markham Rd  
**Date:** Thursday, September 26, 2019 11:32:44 AM

---

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, September 26, 2019 11:03 AM  
**To:** [REDACTED]  
[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:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Road Planning On Ellesmere Rd / Markham Rd  
**Date:** Thursday, September 26, 2019 11:32:24 AM

---

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, September 26, 2019 11:14 AM  
**To:** [REDACTED]  
[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]

This communication is intended for the use of the recipient to whom it is addressed, and may contain confidential, personal and/or privileged information. Please contact us immediately if you are not the intended recipient of this communication, and do not copy, distribute, or take action relying on it. A communication received in error, or subsequent reply, should be deleted or destroyed. We will respond to your queries within 48 business hours. For your security and privacy, time sensitive information or health-related inquiries will not be responded to by email.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Proposed lane restrictions on Ellesmere Road  
**Date:** Friday, September 27, 2019 2:51:39 PM

---

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, September 27, 2019 2:51 PM  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Proposed lane restrictions on Ellesmere Road

Good Afternoon [REDACTED],

Thank you for your comments, I will pass them on to [REDACTED].

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

\*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:** [REDACTED]  
[REDACTED]  
**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]




-----  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Disclaimer:** *This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed. If you are not the intended recipient, you are hereby notified that any use or dissemination of this communication is strictly prohibited. If you receive this e-mail in error, please notify us immediately, then delete this e-mail.*



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.   is a local business located on  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.



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## Public Information Centre #2

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

DRAFT

# Durham-Scarborough Bus Rapid Transit System

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Public Information Centre #2 Summary Report



Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019



## Document Control Page

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|                          |   |
|--------------------------|---|
| <b>CLIENT:</b>           | Metrolinx   |
| <b>PROJECT NAME:</b>     | Durham-Scarborough Bus Rapid Transit                                    |
| <b>REPORT TITLE:</b>     | Durham-Scarborough Bus Rapid Transit System                             |
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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 (BRT), along the Highway 2 and Ellesmere Road corridor (**Exhibit 1-1**).

## **Exhibit 1-1: Study Area Map**



The Durham-Scarborough BRT 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 TTC on the next stages of the project, which includes a Preliminary Design Business Case (PDBC) and a Transit Project Assessment Process (TPAP).

The TPAP is a streamlined environmental assessment process that is specific to transit projects under Ontario Regulation 231/08. The TPAP includes a pre-planning phase followed by a formal 120-day consultation period and a 30-day public review period. To engage with interested persons along this diverse corridor, four rounds of Public Information Centres are planned. Three rounds are planned prior to the start of TPAP, and one round is planned during TPAP.

Public Information Centre #1 was held in Oshawa, Whitby, Ajax, and Pickering in June 2019, and in Scarborough in September 2019.

This report summarizes Public Information Centre #2, held in November 2019. The purpose of Public Information Centre #2 was to receive input on the technically preferred options to implement the Bus Rapid Transit system in constrained areas, specifically Downtown Oshawa, Downtown Whitby, Pickering

Village (in Ajax), and Ellesmere Road east of Military Trail. Proposed Bus Rapid Transit stop locations were also presented for feedback, as well as updates on the technical studies completed to date.

## 2 Event Information

Public Information Centre #2 consisted of six events held in the City of Toronto and Durham Region. The same information was presented at each venue. Presentations, followed by a question and answer period were planned in Scarborough, Whitby and Oshawa. Event details are included in **Exhibit 2-1**.

### **Exhibit 2-1: Public Information Centre #2 Event Details**

|   |   |
|---|---|
| <p style="text-align: center;"><b>Scarborough</b><br/>         Monday, November 18, 2019<br/>         3:30 p.m. to 5 p.m. and 6:30 p.m. to 8:30 p.m. · Presentation at 7 p.m.<br/>         University of Toronto Scarborough Campus, The Meeting Place<br/>         Science Wing (S-Wing), Second Floor near Starbucks<br/>         Presentation – Third Floor in Room HW-305</p> |   |
| <p><b>Pickering</b><br/>         Wednesday, November 20, 2019<br/>         12 p.m. to 2 p.m.<br/>         Pickering Town Centre,<br/>         Upper Level near Carlton Cards</p>  | <p><b>Ajax</b><br/>         Wednesday, November 20, 2019<br/>         6 p.m. to 8 p.m.<br/>         St. George's Anglican Church,<br/>         Main Hall</p>                                    |
| <p><b>Oshawa</b><br/>         Tuesday, November 19, 2019<br/>         12 p.m. to 2 p.m.<br/>         Presentation at 12:30 p.m.<br/>         City Hall, C-Wing,<br/>         Committee Room</p>   | <p><b>Whitby</b><br/>         Tuesday, November 19, 2019<br/>         6 p.m. to 8 p.m.<br/>         Presentation at 6:30 p.m.<br/>         Durham Region Headquarters,<br/>         Room 1B</p> |

## 3 Notification of Public Information Centre #2

A number of methods were used to notify the public, stakeholders and Indigenous communities of the Public Information Centre, including mailouts, emails, newspapers advertisements, radio 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 #2 is provided in **Appendix B**.



Details of the notifications for the Public Information Centre events are as follows:

- The Notice of Public Information Centre was mailed to 1,923 property owners in Scarborough and 911 property owners in Durham Region within 30 metres of the study corridor on November 1, 2019 (**Appendix A**);
- The Notice of Public Information Centre was emailed to 46 politicians, including councillors, mayors, Members of Provincial Parliament, and Members of Parliament, on November 8, 2019 (**Appendix B**);
- The Notice of Public Information Centre was emailed to 10 Indigenous communities on November 15, 2019 (**Appendix B**);
- The Notice of Public Information Centre was advertised in six local newspapers in two consecutive publications (**Appendix C**):
  - Scarborough Mirror – November 7 and 14, 2019;
  - Ajax-Pickering News Advertiser – November 7 and 14, 2019;
  - Whitby This Week – November 7 and 14, 2019;
  - Oshawa This Week – November 7 and 14, 2019;
  - Oshawa Express – November 6 and 13, 2019; and
  - L'Express Toronto – November 8 and 15, 2019.
- The Notice of Public Information Centre was advertised on two local radio stations during 21 spots (**Appendix D**):
  - CJKX-FM (95.9) – November 12 to 16, 2019, at various times; and
  - CKGE-FM (94.9) – November 12 to 16, 2019, at various times.
- Public Information Centre event details were available on the project website (<https://www.metrolinxengage.com/en/content/get-involved>) as of November 5, 2019; (**Appendix A**)
- Stakeholders that attended the Stakeholder Advisory Group, Technical Advisory Group, and Municipal Technical Advisory Group meetings held on October 28, 2019, were informed of the upcoming Public Information Centre events. All members of these groups were invited to attend the Public Information Centre by email on November 5, 2019; (**Appendix B**)
- The Notice of Public Information Centre was sent out to Subscriber Email to GO Routes 52, 90, 92 and 96; and
- Information on the Public Information Centre events was tweeted by GO Transit (@GOtransitBus) on November 13, 2019.

## 4 Information Presented

Information was presented on 38 display boards, which were organized in a manner which effectively presented project information, as shown in **Exhibit 4-1**. A complete list of boards is provided in **Exhibit 4-2**. Display boards were posted on the project website ([www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)) on November 18, 2019, and are available in **Appendix F**.

### **Exhibit 4-1: Pickering Public Information Centre Event**



**Exhibit 4-2: Public Information Centre #2 Display Boards**

|   |   |
|---|---|
| 1. Live, Work, Attend School Map*                                     | 23. Ellesmere Road – Meadowvale Road to Kingston Road Study Area and Cross-Sections |
| 2. Title Board  | 24. Pickering Village – Elizabeth Street to Rotherglen Road Study Area              |
| 3. Board Categories   | 25. Pickering Village – Elizabeth Street to Rotherglen Road Cross-sections          |
| 4. Durham-Scarborough Bus Rapid Transit Corridor Map                  | 26. Downtown Whitby – Frances Street to Garden Street Study Area                    |
| 5. What is the Durham-Scarborough BRT?                                | 27. Downtown Whitby – Frances Street to Garden Street Cross-sections                |
| 6. What is BRT? Benefits of Durham-Scarborough BRT                    | 28. Downtown Oshawa – Thornton Road to Simcoe Street Study Area                     |
| 7. Study Progress   | 29. Downtown Oshawa – Thornton Road to Simcoe Street Cross-sections                 |
| 8. Public Information Centre #1 Findings                              | 30. East End of the Corridor  |
| 9. Initial Business Case Recommended Option                           | 31. Oshawa One-Way Streets  |
| 10. BRT Lane Options  | 32. Contraflow Lanes  |
| 11. BRT Vehicles and Stops  | 33. West End of Corridor  |
| 12. Assessing Centre Median Stops                                     | 34. Bus Rapid Transit Stops   |
| 13. Environmental Studies   | 35. Proposed Stop Locations   |
| 14. Natural Heritage  | 36. What is Preliminary Design?   |
| 15. Cultural Heritage and Archaeology                                 | 37. Construction and Deliverability   |
| 16. Socio-Economic Conditions   | 38. Providing Feedback and Next Steps   |
| 17. Traffic   |   |
| 18. Pinch Points along the Corridor                                   |   |
| 19. Between the Pinch Points  |   |
| 20. Evaluation Criteria   |   |
| 21. Ellesmere Road – Military Trail to Meadowvale Road Study Area     |   |
| 22. Ellesmere Road – Military Trail to Meadowvale Road Cross-sections |   |

\*Interactive display board.

Presentations, followed by a question and answer period, were planned at select venues. Question and answer periods were moderated by an independent facilitator, Glenn Pothier, from GLPi. A summary of the questions received is included in Section 6. Presentations were held in Scarborough and Whitby, as shown in **Exhibit 4-3**. Due to low attendance at the Oshawa event, project team members walked attendees through the display boards instead of delivering a formal presentation. The presentation is included in **Appendix E**.

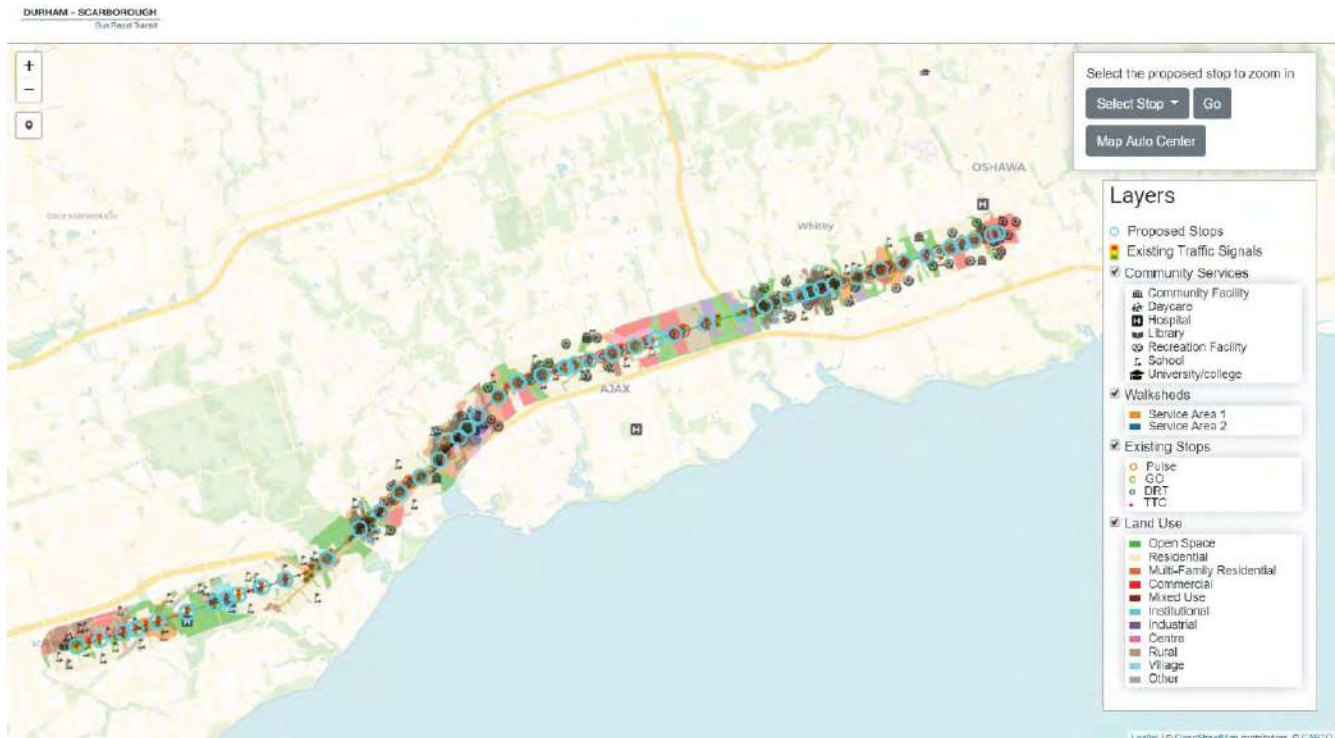
**Exhibit 4-3: Presentation at the Whitby Public Information Centre Event**



Printed copies of the Initial Business Case (2018) and the cultural heritage and natural heritage existing conditions maps were available at the sign-in table.

An online interactive map was also used to obtain feedback at the Public Information Centre events. The map could be accessed by using one of the three iPads available at the sign-in table at each event, or by using a mobile phone. The map was developed to obtain feedback on the proposed Bus Rapid Transit stop locations and included various information layers that helped to inform the stop analysis, such as: existing transit stop locations, existing traffic signals, community services, pedestrian walksheds, and land uses within 800 metres of the corridor (**Exhibit 4-4**).

## **Exhibit 4-4: Online Interactive Map Screenshot**



## **5 Participation**

A total of 112 individuals signed-in at the six Public Information Centre events. An estimated additional 90 individuals were in attendance and interacted with members of the project team, though did not sign-in.

Oshawa Ward 4 Regional and City Councillor Rick Kerr, and Ward 4 City Councillor, Derek Giberson, attended the Public Information Centre event held in Oshawa. Whitby West Ward 2 Councillor, Deidre Newman, and the Mayor of Uxbridge, Dave Barton, attended the Public Information Centre event held in Whitby.

The project team members that attended Public Information Centre #2 events are listed below:

- Metrolinx: Lee Caragiale, Kristin Demasi, Natalie Fan, Kimberly Murphy, Paul Niejadlik, Carmen Rapati, Rakesh Shreewastav, Piruthuvi Thurairajah, Darcy Wiltshire
- Durham Region: David Dunn, Viji Mathi
- City of Toronto: Andrew Au
- Toronto Transit Commission: Dominic Ho
- GLPi: Glenn Pothier



- Parsons: Gus Garron, David Hopper, Ragavan Thuraisinganath
- IBI Group: Anna Levytska, Hailey McWilliam, Margaret Parkhill

A large study area map was placed near the entrance of each Public Information Centre event, as shown in **Exhibit 5-1**. Upon arrival, participants were encouraged to indicate where they live, work, and/or attend school by placing dots on the map (**Exhibit 5-2**).

**Exhibit 5-1: Study Area Map at Whitby Public Information Centre**



The purpose of the map was to provide an engaging exercise and to gain an understanding of where attendees travel to and from. At the end of the Public Information Centre, many red and yellow dots were scattered near the study area, indicating that many participants live and work within the corridor. A number of yellow dots were also placed off the map to represent commuters to downtown Toronto. Many students from the University of Toronto Scarborough Campus also participated in the exercise, representing the large cluster of blue dots by Morningside Avenue and Ellesmere Road.



**Exhibit 5-2: Live, Work, Attend School Map after November 20, 2019**



The online interactive map ([www.dsbrtmap.ca](http://www.dsbrtmap.ca)) was available on three iPads at each Public Information Centre event to encourage attendees to provide input on the proposed stop locations (**Exhibit 4-4**). In total, the website attracted 452 unique visitors from November 18 to December 6, 2019.

Postcards with key project information were distributed at each of the Public Information Centre events to members of the public (**Appendix G**). Project team members encouraged guests to visit the website listed on the postcard and provide feedback. Approximately 180 postcards were given out over the course of the six events.

Individuals were invited to provide feedback by submitting comment sheets or filling out a survey on the project website ([www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)). Details of the comments received are provided in Section 6.

## 6 Comments from the Public

Participants were encouraged to submit feedback to the project team by filling out the comment sheets 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, 22 comment sheets were received during the Public Information Centre events. **Exhibit 6-1** summarizes the comments. The comment sheets are included in **Appendix H**.

### **Exhibit 6-1: Comment Sheet Responses**

**THERE ARE FIVE PINCH POINTS ALONG THE CORRIDOR. PLEASE SELECT THE PINCH POINT YOU WOULD LIKE TO PROVIDE FEEDBACK ON. WHAT ARE YOUR THOUGHTS ON THE TECHNICALLY PREFERRED SOLUTION?**

#### **Ellesmere Road from Military Trail to Meadowvale Road in Scarborough**

- Support for technically preferred option, increased transit service and safety (3 comments)

#### **Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough**

- Suggestion to provide service on Sheppard Ave East to Meadowvale Road and connect with Ellesmere Road
- Support for technically preferred option
- Concerns about property impacts

#### **Pickering Village in Ajax**

- Consider alternative solutions to keep or expand vehicular capacity (5 comments)
- Suggestions for alternative options that support transit and vehicular traffic (4 comments)
- Concern that the technically preferred option will increase vehicular traffic (3 comments)
- Concerns regarding road safety and impacts of collisions on Highway 401 (3 comments)
- Preserve / encourage historic character of Pickering Village (2 comments)
- Comments on existing public transit service

**Downtown Whitby**

- Consider a one-way through-fare through the downtown

**A NUMBER OF OPTIONS WERE PRESENTED FOR THE EAST AND WEST CORRIDOR ENDS. WHAT ARE THE ADVANTAGES AND DISADVANTAGES OF THE TURNAROUND OPTIONS?**

West end (Scarborough)

- The Scarborough Town Centre turnaround is an established transit hub and is more accessible for commuters (2 comments)
- The options provide less versatility for cars and more traffic lanes can increase the likelihood of collisions (2 comments)
- Consider extending to Kennedy Road

East end (Oshawa)

- Downtown Oshawa has significant ridership potential

**A TOTAL OF 47 BUS RAPID TRANSIT STOPS ARE PROPOSED OVER THE 36 KM ROUTE. IF YOU COULD ADD OR REMOVE A BUS RAPID TRANSIT STOP ALONG THE CORRIDOR, WHERE WOULD IT BE?**

- Add stops west of McCowan Road on Ellesmere Road
- Keep stop at Valley Farm Road
- Add stop at Highway 2 and Denmark Road
- Interest in bus stops serving north end of Oshawa

**DO YOU HAVE ANY OTHER COMMENTS ON THE PROPOSED BUS RAPID TRANSIT STOPS?**

- Bus lanes should be marked to increase safety (2 comments)
- Stops are well planned/placed (2 comments)
- Consider safety of all road users (2 comments)
- Centre-median lanes minimize car/bus interference
- Incorporate first mile/last mile connections to cycling routes
- Duplication between TTC and DS BRT along Ellesmere Road

**WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?**

- Additional details on the design for the pinch points (2 comments)
- Source of funding and timeframes for funding approval (2 comments)
- Integration with Oshawa, Whitby, Ajax, Pickering cycling routes

- Time to travel the entire corridor

#### **GENERAL COMMENTS**

- Comments on active transportation facilities and connections (4 comments)
- Suggestions to accommodate drivers (4 comments)
- Support for the project (3 comments)
- Questions / suggestions on existing transit service within the corridor (3 comments)
- Comments on existing corridor conditions (2 comments)
- Need more buses at east end to support students and workers (2 comments)
- Priority should not be given to drivers
- Preference for fewer stops
- Ensure passenger safety

## 7 Online Survey

Stakeholders and members of the public were also encouraged to complete a survey available on the project website

(<https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-pinch-points>).

The survey opened on November 22 and 11 responses were received prior to December 13, 2019, the official close of the formal comment period for the PIC. After December, a total of 146 were received. A summary of responses is included in **Exhibit 7-1**. A full record of responses received is included in **Appendix I**.

### Exhibit 7-1: Online Survey Responses

**THERE ARE FIVE PINCH POINTS ALONG THE CORRIDOR. PLEASE SELECT THE PINCH POINT YOU WOULD LIKE TO PROVIDE FEEDBACK ON. WHAT ARE YOUR THOUGHTS ON THE TECHNICALLY PREFERRED SOLUTION AND ALTERNATIVE OPTIONS?**

#### **Ellesmere Road from Military Trail to Meadowvale Road**

Technically Preferred Option - Centre-median (6 lanes)

- Agree with the preferred option (9 comments)
- Disagree with the preferred option (7 comments)
- Route buses on Highway 2A and Military Trail to Ellesmere Road (2 comments)
- Concerns about turning (2 comments)

Option 1 – Transit Priority Measures

- Disagree with option (12 comments)
- Do not see an improvement from the current environment (7 comments)

Option 2 – (HOV 4 lanes)

- Disagree with option (13 comments)
- Prefer buses separated from rest of traffic (5 comments)

Option 3 – Curbside lanes (4 lanes)

- Agree with option (4 comments)
- Agree with option, but with some changes (2 comments)
- Disagree with option (6 comments)

Option 4 – Centre-median (4 lanes)

- Agree with option (6 comments)
- Disagree with option (7 comments)
- Option does not support existing residential uses along Ellesmere Road

**Ellesmere Road from Meadowvale Road to Kingston Road**

Technically Preferred Option – Centre-median (4 lanes)

- Agree with the preferred option (3 comments)
- Disagree with the preferred option because of congestion (2 comments)

Option 1 – Transit Priority Measures

- Disagree with option (3 comments)

Option 2 – Curbside (4 lanes)

- Disagree with option, as it does not improve transit enough (2 comments)

**Pickering Village in Ajax**

Technically Preferred Option – Curbside (4 lanes)

- Disagree with the preferred option (120 comments)
- Concerned about congestion due to design (82 comments)
- Do not believe that ridership justifies design (16 comments)
- Concerns about casino traffic (6 comments)
- Want the proposed road or nearby Highway 401 expanded to accommodate traffic (4 comments)
- Want transit lane separation (3 comments)

Option 1 – HOV (4 lanes)

- Disagree with option (79 comments)
- Agree with option (23 comments)
- Concerns about increased congestion (22 comments)
- Do not believe that ridership justifies design (12 comments)
- Raised questions about safety and accessibility of the design (5 comments)
- Confused about Ellesmere Road showing up on the associated picture (4 comments)
- Worried that design will make congestion from the new casino worse (4 comments)



- Concerns about turning onto and off road (3 comments)
- Concerns about signal timing (3 comments)

Option 2 – Centre-median (4 lanes)

- Disagree with option (115 comments)
- Believe design will increase traffic in the area (37 comments)
- Concerned about safety and accessibility (8 comments)
- Do not believe that ridership justifies design (7 comments)
- Worried that design will make congestion from the new casino worse (4 comments)
- Believe the design will confuse motorists (4 comments)
- Think that design is a waste of taxpayer money (4 comments)
- Prefer road widened in this design (3 comments)
- Concerns about buildings that will be removed for this design (3 comments)

Option 3 – Centre-median (6 lanes)

- Agree with option (54 comments)
- Disagree with option (53 comments)
- Concerns about impacts to heritage buildings (32 comments)
- Concerns about safety and accessibility of design (9 comments)
- Worried about congestion, whether in general or from the new casino (7 comments)
- Believe design will have negative impact on local business (6 comments)
- Want bus lanes on the outer lanes to match the rest of Ajax (2 comments)

Option 4 – Transit Priority Measures

- Disagree with option (88 comments)
- Agree with option (30 comments)
- Concerns about congestion, whether in general or from the new casino (18 comments)
- Believe that design will not work due to lack of enforcement (16 comments)
- Do not believe that ridership justifies design (5 comments)

- Concerns about lane changing and left turns on road (4 comments)
- Believe that HOV lane will be underused (2 comments)

### **Downtown Whitby**

Technically Preferred Option – Curbside (4 lanes)

- Disagree with preferred option (4 comments)
- Parking is more important than transit (3 comments)
- Want the route diverted to a parallel road (3 comments)
- Concerns about increased congestion (2 comments)

Option 1 – HOV (4-lanes)

- Disagree with option (10 comments)
- Concerns about enforcing HOV lane (2 comments)
- Prefer cycling infrastructure over HOV lanes (2 comments)

Option 2 – Centre-median (4 lanes)

- Agree with option (5 comments)
- Disagree with option (7 comments)
- Prefer cycling infrastructure over the centre-median design (3 comments)

Option 3 – Transit Priority Measures

- Disagree with option (7 comments)
- Do not see enough improvement to cause a mode shift (4 comments)

### **Downtown Oshawa**

Technically Preferred Option - Contraflow Lanes

- Agreed with option (4 comments)
- Concerned about user confusion (2 comments)
- Want bike lanes with design (2 comments)

Option 1 – HOV (4 lanes)

- Disagree with option (7 comments)
- Not sufficient priority for transit and active transportation (2 comments)

Option 2 – Hybrid (BRT on King Street)

- Disagree with option (5 comments)

- Concerned about asymmetry (2 comments)
- Prefer designs to have cycling infrastructure (2 comments)

### **WE ARE COMMITTED TO KEEPING YOU INFORMED. WHAT ADDITIONAL INFORMATION WOULD BE HELPFUL?**

- Opportunities to participate in routing discussions & other decisions
- Information on signal priority
- Peer review of cities with successful pedestrian downtowns
- Releasing more detailed designs
- Show bike lane continuity throughout the project
- Show snow removal plan
- Release data models that support project's feasibility
- Proactively reaching out to locals about meeting dates and decisions

### **GENERAL COMMENTS**

- Have general distaste for the project (12 comments)
- Concerns about increased congestion (12 comments)
- Want local neighborhood atmosphere and buildings to be maintained (10 comments)
- Prefer the status quo (10 comments)
- Do not want lanes reduced (5 comments)
- Offer suggestions about rerouting the project at pinch point (5 comments)
- Concerns about spending and funding the project (3 comments)
- Want more public consultations (3 comments)
- Want clear timeline for the project (2 comments)
- Want seniors, kids to ride free (2 comments)
- Prefer if design made it more difficult for cars to drive downtown (2 comments)
- Want better GO/local transit integration (2 comments)
- Worried about confusion of one-way roads (1 comment)
- Want two-way roads for chosen design (1 comment)
- Prefer bus and active transportation on parallel road (1 comment)

- Confused about project (1 comment)
- Want urban, suburban, and rural infrastructure consolidation plan (1 comment)
- Want study showing Metrolinx spending per capita and how much each region contributes to Metrolinx (1 comment)
- Want complete streets (1 comment)
- Want improved streetscaping (1 comment)
- Want more stops in Scarborough (1 comment)

## 8 Other Comments

### 8.1 Questions from Presentations

A number of comments and questions were received during the question and answer period that followed the presentations. Main themes are summarized below:

- Protect for LRT.
- Give priority to transit.
- Maintain access to bus stops in the winter by clearing snow from sidewalks and platforms.
- Avoid impacts to cultural heritage resources.
- Make sure to include active transportation facilities.
- Maintain access to businesses.
- Widening outside of the pinch points seems counter to the goals of the project.
- How will transit routes connect to the Bus Rapid Transit service?
- How will the service impact my commute?
- What happens outside of the pinch points?
- How will traffic work when the 401 experiences congestion?
- How will you determine if traffic will infiltrate into neighbourhoods?

### 8.2 Roll Plan Comments

Study area roll plans were available at the six Public Information Centre events. The roll plans showed the five pinch point locations and the proposed Bus Rapid Transit stop locations. Attendees were encouraged to provide feedback by

adding sticky notes. Comments provided on the roll plan are shown in **Exhibit 8-1** and **Exhibit 8-2** and are summarized based on location:

Ellesmere Road – Meadowvale to Kingston Road:

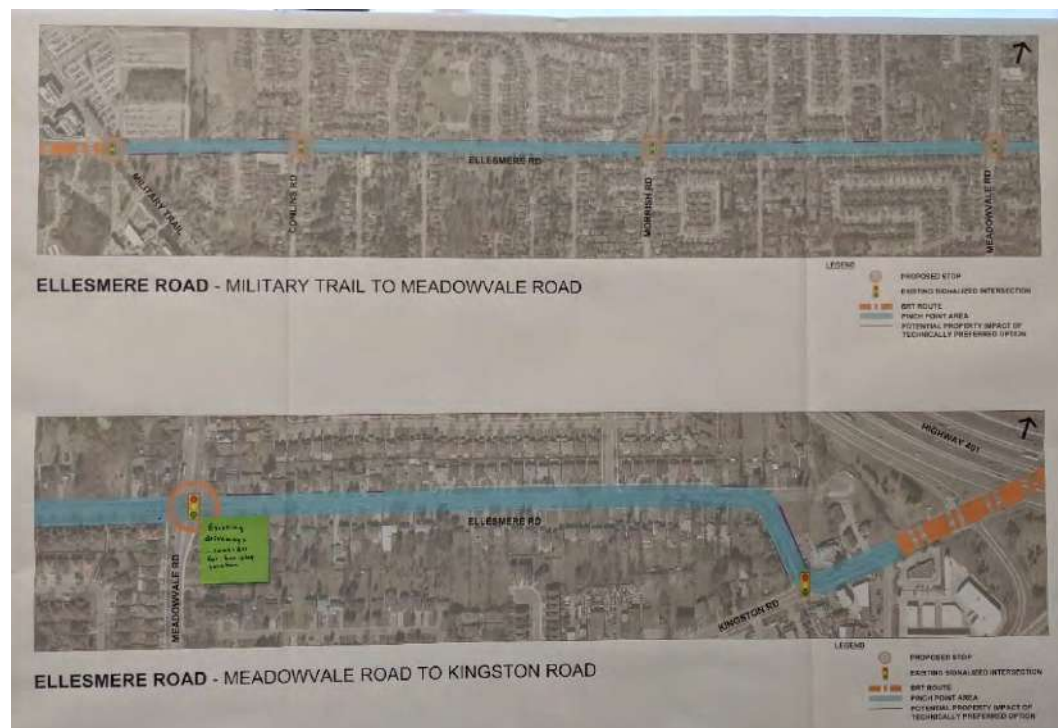
- At Ellesmere Road and Meadowvale Road, consider existing driveways when designing the bus stop location.

Downtown Whitby:

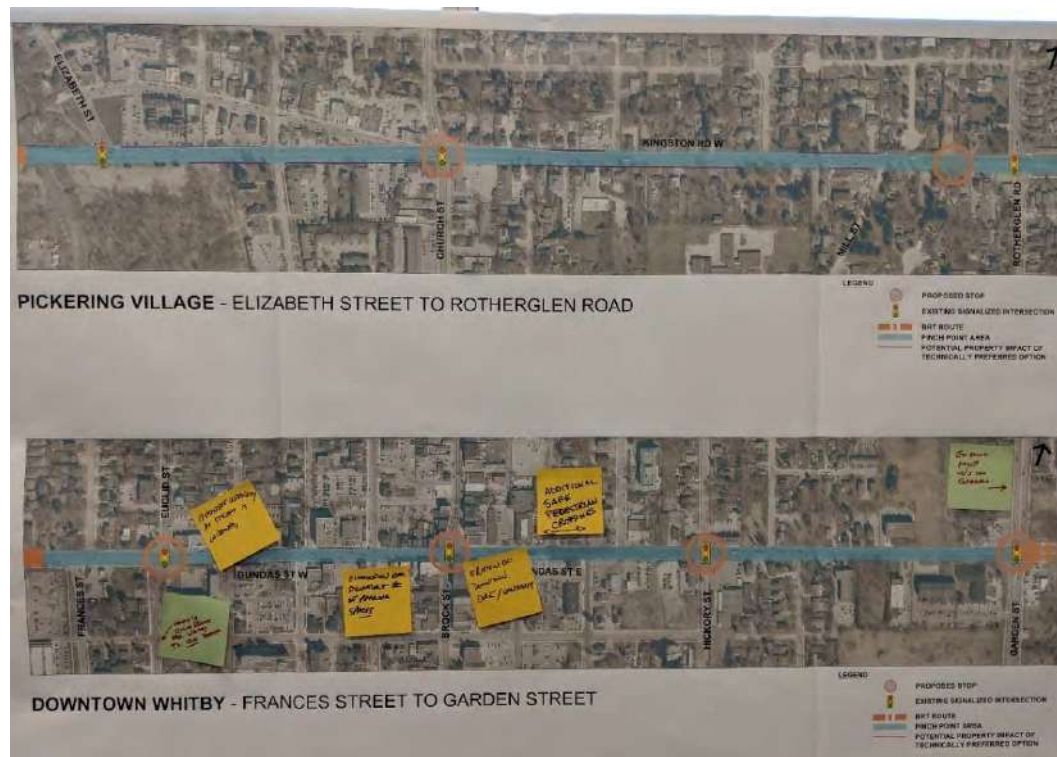
- Consider business continuity as street is widened.
- Henry Street is cycle route for Whitby to GO station.
- BRT will cause elimination of significant number of parking spaces.
- BRT may result in erosion of downtown core/walkability.
- Consider adding additional safe pedestrian crossings.
- Existing Multi-Use Path on Garden Street.

No comments were received on the Ellesmere Road from Military Trail to Meadowvale Road, Pickering Village or Downtown Oshawa roll plans.

### **Exhibit 8-1: Ellesmere Road Comments**



## **Exhibit 8-2: Pickering Village and Downtown Whitby Comments**



### **8.3 Email Responses**

Members of the public were able to provide input by emailing the project team at [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com). The comment period began November 18, 2019 and concluded on December 13, 2019. Seven emails were received and a full record is provided in **Appendix J**. Key themes raised in the emails are summarized below:

- Concerns about environmental impacts as a result of road widening along Ellesmere Road (3 comments);
- Interest in plans for streetscaping and cycling infrastructure integration and improvements (3 comments);
- Requests to be added to the project mailing list (2 comments); and
- Preference for west end BRT turnaround to pass through planned Parkington Crescent and Bushby Drive extensions to serve future developments around Scarborough Centre.
- Concerns about congestion at McCowan Road and Ellesmere Road.



## 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 as the design develops. Most input was received through one-on-one discussions with project team members at the events, comment sheets, and the online survey.

After the Public Information Centre comment period concluded, many more surveys were received through the project website. Feedback from the surveys indicated that the public disagreed with the technically preferred option in Pickering Village due to concerns about traffic impacts.

Key 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 active transportation network by implementing facilities along the corridor to fill in existing gaps and improve first and last mile connections;
- Improve the safety for all road users along the corridor;
- Improve the public realm along the corridor; and
- Improve connections to existing major trip generators within Durham Region and Scarborough.

Concerns about:

- Potential increase in traffic congestion;
- Potential impacts to the historic character of Pickering Village;
- Potential for traffic infiltration in surrounding neighbourhoods; and
- Access restrictions as a result of centre-median transit lanes.

## 10 Summary

Members of the public generally attended Public Information Centre #2 to learn more about the project, including information on the technically preferred options for the pinch point locations and the proposed Bus Rapid Transit stop locations.

Input was received through one-on-one discussions with project team members, comment sheets, online surveys, and emails. The public identified a number of opportunities associated with the project, including improving the active transportation network, increasing safety for all road users, enhancing the public

realm, and improving transit reliability and service. Concerns were raised related to potential property, traffic and cultural heritage impacts, and impacts to surrounding neighbourhoods.

The project team will continue to seek opportunities to obtain feedback throughout the study and improve engagement with key stakeholders and the public.

## Appendix A - Notice of Public Information Centre #2

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# Notice of Public Information Centre #2

## Durham-Scarborough Bus Rapid Transit

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 Highway 2 and Ellesmere Road.

### The Project

The proposed Durham-Scarborough Bus Rapid Transit is a crucial transportation corridor connecting people through Durham Region and Scarborough. Metrolinx is studying the Durham-Scarborough Bus Rapid Transit with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits, which will be refined as the project progresses.



### Learn more

We invite you to attend the second Public Information Centre for the Durham-Scarborough Bus Rapid Transit project. Public Information Centre #1 was held in Oshawa, Whitby, Ajax and Pickering in June and in Scarborough in September 2019.

The project team will present the technically preferred option to implement the Bus Rapid Transit system in constrained areas for your input, specifically Downtown Oshawa, Downtown Whitby, Pickering Village (in Ajax), and Ellesmere Road east of Military Trail.

Proposed Bus Rapid Transit stop locations will also be presented for feedback, as well as updates on the technical studies completed to date. The project team will be on-hand to answer questions and collect feedback.

The public meetings will be drop-in format. Presentations, followed by a question and answer period, will be held in Scarborough, Whitby and Oshawa.

|   |   |
|---|---|
| <b>Scarborough</b><br>Monday, November 18 <sup>th</sup> , 2019<br>3:30 to 5:30 p.m. and 6:30 to 8:30 p.m.<br>Presentation at 7 p.m.<br>University of Toronto Scarborough Campus, The Meeting Place<br>Science Wing (S-Wing), Second Floor near Starbucks<br>Presentation – Third Floor in Room HW-305<br>1265 Military Trail, Scarborough, ON M1C 1A4 |   |
| <b>Pickering</b><br>Wednesday, November 20 <sup>th</sup> , 2019<br>12 p.m. to 2 p.m.<br>Pickering Town Centre,<br>Upper Level near Carlton Cards<br>1355 Kingston Rd, Pickering, L1V 1B8  | <b>Ajax</b><br>Wednesday, November 20 <sup>th</sup> , 2019<br>6 p.m. to 8 p.m.<br>St. George's Anglican Church,<br>Main Hall<br>77 Randall Dr, Ajax, L1S 6L4                          |
| <b>Whitby</b><br>Tuesday, November 19 <sup>th</sup> , 2019<br>6 p.m. to 8 p.m.<br>Presentation at 6:30 p.m.<br>Durham Region Headquarters, Room 1B<br>605 Rossland Rd E, Whitby, L1N 6A3  | <b>Oshawa</b><br>Tuesday, November 19 <sup>th</sup> , 2019<br>12 p.m. to 2 p.m.<br>Presentation at 12:30 p.m.<br>City Hall, C-Wing, Committee Room<br>50 Centre St S, Oshawa, L1H 3Z7 |

The venues are barrier free. Contact us if you require other accessibility accommodations. All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com)

### Comments

Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. The impact of the transit project is planned to be assessed according to the Transit Project Assessment Process as prescribed in O. Reg. 231/08. Information will be collected 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.

If you have project related questions, would like to be added to the project mailing list, or would like to provide input at any time, please contact:

**Kristin Demasi,**  
Project Manager, Metrolinx  
97 Front Street West,  
Toronto, Ontario, M5J 1E6  
Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tel: (416) 202-3723

Aussi disponible en français.  
Notice first posted: November 6, 2019

## French Notice

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# Avis de séance d'information publique n° 2

## Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en instaurant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à la fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

## Le projet

Le service d'autobus rapides Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough. Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



## En savoir plus

Nous vous invitons à assister à la deuxième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séances à ce sujet s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin et à Scarborough en septembre 2019.

L'équipe du projet présentera l'option technique privilégiée pour mettre en œuvre le réseau du service d'autobus rapides dans des zones restreintes, c'est-à-dire au centre-ville d'Oshawa, au centre-ville de Whitby, à Pickering Village (à Ajax) et sur Ellesmere Road, à l'est du Military Trail, en vue d'obtenir vos commentaires.

La séance vous donnera aussi l'occasion de vous prononcer sur l'emplacement des arrêts proposés et vous renseignera sur les études techniques réalisées à ce jour.

L'équipe du projet sera présente pour répondre aux questions et recueillir les commentaires.

Chaque séance d'information prendra la forme d'une réunion publique de type portes ouvertes. Les présentations, suivies d'une période de questions et de réponses, se dérouleront à Scarborough, à Whitby et à Oshawa.

|  |  |
|--|--|
| <b>Scarborough</b><br>Lundi 18 novembre 2019<br>De 15 h 30 à 17 h 30 et de 18 h 30 à 20 h 30<br>Présentation à 19 h<br>Université de Toronto, campus de Scarborough, The Meeting Place,<br>aile des sciences (S-Wing), deuxième étage, près de Starbucks<br>Présentation – troisième étage, salle HW-305<br>1265 Military Trail, Scarborough (Ontario) M1C 1A4 |  |
| <b>Pickering</b><br>Mercredi 20 novembre 2019<br>De midi à 14 h<br>Pickering Town Centre,<br>Niveau supérieur, près de Carlton Cards<br>1355 Kingston Road, Pickering L1V 1B8  | <b>Ajax</b><br>Mercredi 20 novembre 2019<br>De 18 h à 20 h<br>Église anglicane St. George's<br>Hall principal,<br>77 Randall Drive, Ajax L1S 6L4                           |
| <b>Whitby</b><br>Mardi 19 novembre 2019<br>De 18 h à 20 h<br>Présentation à 18 h 30<br>Siège social de la Région de Durham,<br>salle 1B<br>605 Rossland Road East,<br>Whitby L1N 6A3   | <b>Oshawa</b><br>Mardi 19 novembre 2019<br>De midi à 14 h<br>Présentation à 12 h 30<br>Hôtel de ville, aile C, salle des comités<br>50 Centre Street South, Oshawa L1H 3Z7 |

Les installations des lieux sont à accès facile. Communiquez avec nous si vous avez besoin d'autres mesures d'adaptation. Toute l'information générée dans le cadre du projet est disponible sur le site [www.metrolinxengage.com](http://www.metrolinxengage.com)

### Commentaires

Nous recueillons les commentaires et les informations susceptibles d'aider l'équipe responsable de l'étude à se conformer aux exigences de la *Loi sur les évaluations environnementales*. L'évaluation des répercussions du projet de service d'autobus est prévue dans le cadre du processus d'évaluation des projets de transport en commun, comme l'exige le règlement 231/08 de l'Ontario. Les renseignements seront recueillis conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. À l'exception des renseignements personnels, tous les commentaires seront accessibles au public.

Si vous avez des questions concernant le projet, si vous souhaitez faire partie de la liste de distribution pour recevoir les courriels sur le projet ou si vous désirez formuler des commentaires à tout moment, veuillez communiquer avec :

**Kristin Demasi,**

Gestionnaire de projet, Metrolinx

97 Front Street West,

Toronto (Ontario) M5J 1E6

Courriel : [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)

Tél. : 416 202-3723

Also available in English.

Première publication de l'avis : 6 novembre 2019

## Online Notices

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## Project Website

### Past events

Notice of Public Information Centre #2

Display Boards for Public Information Centre #2

We have completed our first and second rounds of public meetings to learn more about the Durham-Scarborough Bus Rapid Transit project. They included:

#### Scarborough

Monday, November 18th, 2019 3:30 to 5:30 p.m. and 6:30 to 8:30p.m. (presentation at 7 p.m.)  
University of Toronto Scarborough Campus, The Meeting Place Science Wing (S-Wing), Second Floor near Starbucks  
Presentation – Third Floor in Room HW-305  
1265 Military Trail, Scarborough, ON M1C 1A4

#### Pickering

Wednesday, November 20th, 2019 12 p.m. to 2 p.m.  
Pickering Town Centre, Upper Level near Carlton Cards 1355 Kingston Rd, Pickering, L1V 1B8

#### Ajax

Wednesday, November 20th, 2019 6 p.m. to 8 p.m.  
St. George's Anglican Church, Main Hall, 77 Randall Dr, Ajax, L1S 6L4

#### Whitby

Tuesday, November 19th, 2019 6 p.m. to 8 p.m. (presentation at 6:30 p.m.)  
Durham Region Headquarters, Room 1B 605 Rossland Rd E, Whitby, L1N 6A3

#### Oshawa

Tuesday, November 19th, 2019 12 p.m. to 2 p.m. (presentation at 12:30 p.m.)  
City Hall, C-Wing, Committee Room 50 Centre St S, Oshawa, L1H 3Z7

#### University of Toronto Scarborough Campus

University of Toronto Scarborough Campus, The Meeting Place, 1265 Military Trail, Toronto ON. M1C 1A4

- Thursday, September 26, 2019 from 3:30PM to 5:30PM
- Thursday, September 26, 2019 from 6:30PM to 8:30PM

#### Pickering

Thursday, June 6, 2019, 6PM to 8PM, Pickering Recreation Complex, East Salon

#### Ajax

Tuesday, June 11, 2019, 6PM to 8PM, McLean Community Centre, Community Hall

#### Oshawa

Wednesday, June 12, 2019, 12PM to 2PM, Civic Recreation Complex, Bobby Orr Room

#### Whitby

Wednesday, June 12, 2019, 7PM to 9PM, Anderson Collegiate Vocational Institute, gymnasium

## GO Transit Bus Twitter



**GO Transit Bus** @GOtransitBus · Nov 13

Join us for public meetings on the Durham-Scarborough Bus Rapid Transit project in Scarborough and throughout Durham Region. All details on our website: [metrolinxengage.com/dsbrt](http://metrolinxengage.com/dsbrt)



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1

## Appendix B - Public Information Centre #2 Contact List

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**PIC 2 Politician Contact List**

| <b>Municipality/Region</b>       | <b>Name</b>       | <b>Position</b>            |
|----------------------------------|-------------------|----------------------------|
| <b>City of Toronto</b>           |                   |                            |
| City of Toronto                  | John Tory         | Mayor                      |
| Ward 21 Scarborough Centre       | Michael Thompson  | Councillor                 |
| Ward 24 Scarborough-Guildwood    | Paul Ainslie      | Councillor                 |
| Ward 25 Scarborough - Rouge Park | Jennifer McKelvie | Councillor                 |
| <b>City of Pickering</b>         |                   |                            |
| City of Pickering                | Dave Ryan         | Mayor                      |
| Ward 1                           | Kevin Ashe        | Regional Councillor        |
| Ward 1                           | Maurice Brenner   | City Councillor            |
| Ward 2                           | Bill McLean       | Regional Councillor        |
| Ward 2                           | Ian Cumming       | City Councillor            |
| Ward 3                           | David Pickles     | Regional Councillor        |
| Ward 3                           | Shaheen Butt      | City Councillor            |
| <b>Town of Ajax</b>              |                   |                            |
| Town of Ajax                     | Shaun Collier     | Mayor                      |
| Ward 1                           | Marilyn Crawford  | Regional Councillor        |
| Ward 1                           | Rob Tyler-Morin   | City Councillor            |
| Ward 2                           | Sterling Lee      | Regional Councillor        |
| Ward 2                           | Ashmeed Khan      | City Councillor            |
| Ward 3                           | Joanne Dies       | Regional Councillor        |
| Ward 3                           | Lisa Bower        | City Councillor            |
| <b>Town of Whitby</b>            |                   |                            |
| Town of Whitby                   | Don Mitchell      | Mayor                      |
| Ward 2 West                      | Deidre Newman     | Councillor                 |
| Ward 3 Centre                    | JoAnne Alexander  | Councillor                 |
| Ward 4 East                      | Maleeha Shahid    | Councillor                 |
| n/a                              | Chris Leahy       | Regional Councillor        |
| n/a                              | Rhonda Mulcahy    | Regional Councillor        |
| n/a                              | Elizabeth Roy     | Regional Councillor        |
| n/a                              | Steve Yamada      | Regional Councillor        |
| <b>City of Oshawa</b>            |                   |                            |
| City of Oshawa                   | Dan Carter        | Mayor                      |
| Ward 4                           | Rick Kerr         | Regional & City Councillor |
| Ward 4                           | Derek Giberson    | City Councillor            |
| <b>Durham Region</b>             |                   |                            |
| n/a                              | John Henry        | Regional Chair             |

## **PIC 2 Politician Contact List**

| <b>Municipality/Region</b>       | <b>Name</b>           | <b>Position</b> |
|----------------------------------|-----------------------|-----------------|
| Ajax                             | Rod Phillips          | MPP             |
| Ajax                             | Mark Holland          | MP              |
| Durham Region                    | Lindsey Park          | MPP             |
| Durham Region                    | Erin O'Toole          | MP              |
| Oshawa                           | Jennifer K. French    | MPP             |
| Oshawa                           | Colin Carrie          | MP              |
| Pickering-Uxbridge               | Peter Bethlenfalvy    | MPP             |
| Pickering-Uxbridge               | Jennifer O'Connell    | MP              |
| Toronto - Scarborough Centre     | Christina Maria Mitas | MPP             |
| Toronto - Scarborough Centre     | Salma Zahid           | MP              |
| Toronto - Scarborough-Guildwood  | Mitzie Hunter         | MPP             |
| Toronto - Scarborough-Guildwood  | John McKay            | MP              |
| Toronto - Scarborough-Rouge Park | Vijay Thanigasalam    | MPP             |
| Toronto - Scarborough-Rouge Park | Gary Anandasangaree   | MP              |
| Whitby                           | Lorne Coe             | MPP             |
| Whitby                           | Ryan Turnbull         | MP              |

**From:** DSBRT  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Notice of Public Information Centre #2 - Durham-Scarborough Bus Rapid Transit Project  
**Date:** Friday, November 8, 2019 3:56:00 PM  
**Attachments:** [DSBRT - Notice of PIC 2.pdf](#)

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Dear Councillor [REDACTED],

Please find attached a notification of a public meeting for the Durham-Scarborough Bus Rapid Transit (DSBRT) Project. The Project proposes dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. We are in the early stages of pre-planning activities and are working through the technical studies to prepare for the Transit Project Assessment Process (TPAP) that will review expanding and modifying rapid transit infrastructure. At these public meetings, the project team will present the technically preferred option to implement the Bus Rapid Transit system in constrained areas for public input. Additionally, proposed Bus Rapid Transit stop locations will also be presented for feedback.

The public meetings will be drop-in format. Presentations, followed by a question and answer period, will be held in Scarborough, Whitby and Oshawa.

| Location   | Date and Time  |
|--|--|
| Scarborough<br>University of Toronto Scarborough Campus,<br>The Meeting Place Science Wing (S-Wing), Second<br>Floor near Starbucks<br>Presentation - Third Floor in Room HW-305<br>1265 Military Trail, Scarborough, ON M1C 1A4 | Monday, November 18th, 2019<br>3:30 to 5:30 p.m. and 6:30 to 8:30 p.m.<br>Presentation at 7 p.m. |
| Oshawa<br>City Hall, C-Wing, Committee Room<br>50 Centre St S, Oshawa, L1H 3Z7   | Tuesday, November 19th, 2019<br>12 p.m. to 2 p.m.<br>Presentation at 12:30 p.m.                  |
| Whitby<br>Durham Region Headquarters, Room 1B<br>605 Rossland Rd E, Whitby, L1N 6A3  | Tuesday, November 19th, 2019<br>6 p.m. to 8 p.m.<br>Presentation at 6:30 p.m.                    |
| Pickering<br>Pickering Town Centre, Upper Level near Carlton<br>Cards<br>1355 Kingston Rd, Pickering, L1V 1B8  | Wednesday, November 20th, 2019<br>12 p.m. to 2 p.m.  |
| Ajax<br>St. George's Anglican Church, Main Hall<br>77 Randall Dr, Ajax, L1S 6L4  | Wednesday, November 20th, 2019<br>6 p.m. to 8 p.m.   |

Additional information can also be found on the project website:

<https://www.metrolinxengage.com/en/dsbrt>

Thank you,

The Durham-Scarborough BRT Project Team

[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

[www.metrolinxengage.com/dsbrt](https://www.metrolinxengage.com/dsbrt)

## **PIC 2 Indigenous Community Contact List**

### **Community Name**

Alderville First Nation

Beausoleil First Nation

Chippewas of Georgina Island

Chippewas of Mnjikaning (Rama)

Curve Lake First Nation

Hiawatha First Nation

Huron-Wendat Nation

Kawartha Nishnawbe First Nation

Mississaugas of Scugog Island First Nation

Mississaugas of the Credit First Nation

November 15, 2019

**RE: Durham-Scarborough Bus Rapid Transit – Pre-Planning Phase of the TPAP  
Notice of Public Information Centre #2 & New Materials Coming to the Website**

---

Metrolinx 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.

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review.

Metrolinx is currently in the pre-planning phase of the TPAP. As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies which will be documented in the EPR. The first round of public meetings was held in June and September 2019. Display materials are available on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Engagement with Indigenous communities is a key component of the project and Metrolinx is seeking feedback on any potential interests your community may have in the project

Metrolinx will be hosting a second round of public meetings on November 18, 19 and 20. At the meetings, the project team will present the technically preferred option to implement the Bus Rapid Transit system in constrained areas for input, specifically Downtown Oshawa, Downtown Whitby, Pickering Village (in Ajax), and Ellesmere Road east of Military Trail. The details presented will be uploaded to the project website shortly after the public meetings for wider review and comment. You and/or members of your community are welcome to attend the public meetings; however, we understand attendance at these locations may not be accessible or preferred.

**Request for Feedback – Community Interest and Approach to Engagement**

Metrolinx is requesting feedback regarding your community's interest in this project and, if interested, how your community would like to be engaged. Your feedback will be greatly appreciated. Metrolinx is available to meet with your community to discuss this project.

To request additional project information or discuss interest in this project please contact Darcy Wiltshire at (416) 202-4892 or [darcy.wiltshire@metrolinx.com](mailto:darcy.wiltshire@metrolinx.com).

I appreciate your time and consideration in participating in this study.

Yours truly,

[REDACTED]

[REDACTED]

[REDACTED]

CC:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**Figure 1 – Durham-Scarborough Bus Rapid Transit Study Area**



## **PIC 2 Technical Advisory Group Contact List**

Bell Canada  
Canadian Transport Agency  
Central Lake Ontario Conservation Authority  
City of Oshawa Representative  
City of Pickering Representative  
City of Toronto  
CN Rail  
CP Rail  
Department of Fisheries and Oceans (DFO)  
Durham Region Representative  
Durham Region Transit  
Elxicon Energy  
Enbridge Gas Distribution  
Environment Canada  
Hydro One  
Imperial Oil SPPL  
Indigenous and Northern Affairs Canada (INAC)  
Infrastructure Ontario  
Metrolinx  
Ministry of Agriculture, Food and Rural Affairs  
Ministry of Energy  
Ministry of Indigenous Relations and Reconciliation (MIRR)  
Ministry of Municipal Affairs and Housing  
Ministry of Natural Resources and Forestry  
Ministry of the Environment, Conservation and Parks  
Ministry of Tourism, Culture and Sport  
Ministry of Transportation (MTO)  
Oshawa PUC Networks Inc.  
Parks Canada  
Rogers Communications  
Toronto and Region Conservation Authority  
Toronto Hydro  
Toronto Transit Commission (TTC)  
Town of Ajax Representative  
Town of Whitby Representative  
Transport Canada

From:  
To:  
Cc:  
Bcc:

Subject: Notice of Public Information Centre #2 - Durham-Scarborough Bus Rapid Transit Project  
Date: Tuesday, November 5, 2019 4:13:00 PM  
Attachments: [TTN\\_DSBRT\\_NoticeofPIC2\\_Final\\_2019-10-30.pdf](#)

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## **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

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The **Durham-Scarborough BRT Project Team**

[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

[www.metrolinxengage.com/dsbrt](https://www.metrolinxengage.com/dsbrt)

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veuillez répondre à ce message. Merci*

## **PIC 2 Municipal Technical Advisory Group Contact List**

### **Toronto**

City Planning - Transit Implementation Unit  
City Planning - Community Planning  
City Planning - Transportation Planning  
City Planning - Urban Design  
Community Development Officer  
Economic Development and Culture  
Ravines and Natural Features Protection (RNFP) (City of Toronto)  
Toronto Community Housing Corporation  
Toronto Fire Services  
Toronto Paramedic Services  
Toronto Police Services  
Toronto Region Board of Trade  
Toronto Transit Commission (TTC)  
Transportation Services - Major Projects  
Transportation Services - Traffic Operations  
Transportation Services - Traffic Planning  
Urban Forestry

### **Durham**

Durham Region Ambulances and Paramedic Services  
Durham Region Economic Development  
Durham Region Planning  
Durham Region Traffic  
Durham Region Transit  
Durham Region Transportation Infrastructure  
Durham Regional Police Service

### **Pickering**

City of Pickering Community Emergency Management  
City of Pickering Fire Services  
Planning & Development  
Transportation

### **Ajax**

Planning & Development Services  
Town of Ajax - Fire and Emergency Services  
Transportation

### **Whitby**

Planning  
Transportation  
Town of Whitby - Fire Emergency Services

### **Oshawa**

City of Oshawa Fire Services  
Planning  
Transportation

From:  
To:  
Cc:  
Bcc:

Subject: Notice of Public Information Centre #2 - Durham-Scarborough Bus Rapid Transit Project  
Date: Tuesday, November 5, 2019 4:09:00 PM  
Attachments: [TTN\\_DSBRT\\_NoticeofPIC2\\_Final\\_2019-10-30.pdf](#)

---

## **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
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## **PIC 2 Stakeholder Advisory Group Contact List**

Ajax Downs  
Ajax-Pickering Board of Trade  
Centennial College  
Centennial Community Recreation Association  
Confederation of Resident and Ratepayer Associations in Toronto  
DCDSB  
DDSB  
Downtown Oshawa BIA  
Downtown Whitby BIA  
Durham College  
East Scarborough Boys and Girls Club  
Glen Andrew Community Association  
Greater Oshawa Chamber of Commerce  
Guildwood Village Community Association  
Highland Creek Community Association  
Kennedy Road BIA  
Midland Park Community Association  
MornelleCAN in Mornelle Court  
North Bendale Community Association  
Ontario Tech University  
Oshawa Centre  
Pickering Town Centre  
Pickering Village BIA  
Residents Rising Neighbourhood Association  
RioCan Durham Centre  
Rouge Valley Health System - Centenary Health Centre  
Scarborough Campus Students' Union  
Scarborough Centre for Healthy Communities  
Scarborough Community Renewal Organization  
Scarborough Health Network  
Scarborough Neighbourhood Action Plan (NAP) Committee  
Scarborough Residents Unite Neighbourhood Association/  
Scarborough Village Community Association  
Scarborough Town Centre  
TCDSB  
TDSB  
Toronto Association of Business Improvement Areas  
Toronto Lands Corporation (subsidiary of TDSB)  
Toronto Strong Neighbourhood Strategy Community Development Officers  
Trent University - Durham  
University of Toronto Scarborough Campus  
West Rouge Community Association  
West Rouge Community Association  
Whitby Chamber of Commerce

From:  
To:  
Cc:  
Bcc:

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Date: Tuesday, November 5, 2019 4:12:00 PM  
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Please share this invitation with your networks!

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## Appendix C – Newspaper Advertisements

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019

Scarborough Mirror  
November 7 & 14 Publications

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# WHAT'S GOING ON HERE?

## 30, 40 TEESDALE PLACE

Toronto Community Housing is currently retrofitting a pair of buildings located on Teesdale Place, in the area of Danforth and Pharmacy avenues in Scarborough. The project, which is being carried out by Taylor Smyth Architects, includes interior and exterior work on the 24-floor tall buildings.

## JUST THE FACTS

- A major part of the work is to clad the exterior brick buildings.
- Work includes replacing all existing balcony railings, exterior doors and windows, clad all existing exterior walls and replace all roof surfaces, and remove all existing non-performing over-cladding.
- The exterior cladding is intended to break up the slab-look of the buildings and give them a unique look. The cladding surface area is 151,100 square feet.
- The project also includes upgrades to



Dominik Kurek/Torstar

the mechanical makeup air units, unit ventilation supply system, and fire alarm systems.

• The project is funded by the federal government's Social Housing Improvement Program, the province's Social Housing Apartment Improvement Program and Toronto Community Housing (TCH) Corporation. The University of Toronto is also a partner, conducting ventilation and airflow studies to help TCH's design and engineering department test new solutions.

Visit [www.taylorsmyth.com](http://www.taylorsmyth.com).

## WHAT'S GOING ON

WONDERING WHAT'S GOING ON SOMEWHERE IN YOUR COMMUNITY?  
VISIT [TORONTO.COM](http://TORONTO.COM)

## BUSINESS

# DANCE STUDIO OPENS IN CLIFFSIDE NEIGHBOURHOOD

Jay9 Dance Centre, which offers dance classes for children and adults, officially opened in Cliffside Sept. 9.

The centre, located at 2351 Kingston Rd., runs classes in various dance styles, including ballet, hip hop, jazz, tap and musical theatre. Artistic director and owner Janine Saarinen has been teaching dance for 15 years and is a member of the Society of Russian Ballet. The neighbourhood resident has taught at that location for the past eight years while it was part of PSB Dance Academy.

Jay9 Dance said it welcomes all recreational dancers whether they



Dan Pearce/Torstar

Jay9 Dance Centre officially opened Sept. 9.

want to attend one class per week or several.

"Our highly qualified and experienced teachers help foster a love of dance and creativity while promoting strong dance technique," the centre said in an email.

"We are excited about being part of the south Scarborough community."

## SERVICES

Dance classes

## OFFICE HOURS

Monday, Wednesday, Thursday  
4 p.m. to 8 p.m.

Saturday

8 a.m. to 2 p.m.

## CONTACT

2351 Kingston Rd.  
416-261-9312  
[info@jay9dance.com](mailto:info@jay9dance.com)  
[jay9dance.com](http://jay9dance.com)

## NEWBIZ

LEARN ABOUT  
NEW BUSINESSES IN  
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[TORONTO.COM](http://TORONTO.COM)

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Aussi disponible en français.  
Notice first posted: November 6, 2019



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Ajax-Pickering News Advertiser  
November 7 & 14 Publications

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# PICKERING RESIDENT SCRATCHES WAY TO \$500,000

PICKERING - Rafal Klepinski of Pickering has half a million reasons to smile after scratching his instant Celebrate 2020 lottery ticket.

Klepinski won the top prize of \$500,000 with a



Rafal Klepinski of Pickering celebrated after winning a top prize of \$500,000 with the Instant Celebrate 2020 lottery.

ticket purchased at Brock Convenience on Kingston Road in Pickering. Instant Celebrate 2020 is available for \$20 a play. The chance of winning a prize is one in 3.15.

OLG photo

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905.839.1106

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7 | News Advertiser | Thursday, November 14, 2019

[durhamregion.com](http://durhamregion.com)

Whitby & Oshawa This Week  
November 7 & 14 Publications

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# WAFFLES? PICKLES? BOWMANVILLE PIZZA TRUCK GETS CREATIVE ON TUESDAYS

JILLIAN FOLLERT  
jfollert@durhamregion.com

CLARINGTON - There is no shortage of places to get pizza in Durham.

But if you're looking for something a bit quirkier than pepperoni, Tuesday is your day.

That's when Bowmanville food truck Jr's Handmade Sourdough Pizza dishes out inventive \$5 pizza creations for "Test Kitchen Tuesdays."

Some recent testers have included chicken Parmesan pizza; fried chicken and waffle pizza drizzled with honey; jalapeno popper pizza; jerk chicken pizza; and chicken shawarma pizza, made in collaboration with local business iGreek Takeout.

"It's really fun," says Jade Chaput, who co-owns the food truck with her husband Victor Hanc. "It gets people talking about our business, and it gets new customers to come out and give us a try."

Jr's Handmade Sourdough Pizza recently celebrated its fifth anniversary at 181 King St. E. in downtown Bowmanville. The food truck has built a loyal



Jason Liebrechts/Torstar

Victor Hanc recently had a chicken parmesan pizza on the Test Kitchen Tuesday menu at Jr's Handmade Sourdough Pizza, a popular food truck in Bowmanville.

following of fans.

According to a recent Facebook post, a customer actually froze four pizzas to take along on a road trip to Nova Scotia. "We really have the best customers. A lot of it is word of mouth. People come to us and say 'my friend, or my neighbour or my dentist told me about you,'" Chaput says. She says customers like the unique sourdough crust - "just the right amount of chewy" and a hit with picky-eater kids -

## BOWMANVILLE PIZZA

181 King St. E., Bowmanville

Phone: 905-441-2321

Website:

www.jrssourdoughpizza.com

Facebook: www.facebook.com

/jrshandmadesodo

along with the fact that toppings are fresh and sourced mostly from Durham.

"You know where your food comes from. We're making it fresh with ingredients grown right here," she says.

There are also the small-town touches like staff scrawling messages on the pizza boxes, and a recent pizza-eating contest that raised money for a child with cystic fibrosis.

The menu at Jr's Handmade Sourdough Pizza includes more than a dozen topping options for build-your-own pies.

The most unusual menu item? The "Famous Dill Pickle Pizza," which topped with roasted garlic sauce, kosher dill pickle slices, black pepper, fresh dill, mozzarella and Parmesan.

Down the road, the owners hope to add a second truck.

## Notice of Public Information Centre #2

### Durham-Scarborough Bus Rapid Transit

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3:30 to 5:30 p.m. and 6:30 to 8:30 p.m. • Presentation at 7 p.m.

University of Toronto Scarborough Campus, The Meeting Place  
Science Wing (S-Wing), Second Floor near Starbucks

Presentation – Third Floor in Room HW-305  
1265 Military Trail, Scarborough, ON M1C 1A4

### Pickering

Wednesday, November 20<sup>th</sup>, 2019 • 12 p.m. to 2 p.m.

Pickering Town Centre,  
Upper Level near Carlton Cards  
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### Ajax

Wednesday, November 20<sup>th</sup>, 2019 • 6 p.m. to 8 p.m.

St. George's Anglican Church,  
Main Hall  
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### Whitby

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Presentation at 6:30 p.m.  
Durham Region Headquarters, Room 1B  
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Presentation at 12:30 p.m.  
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Project Manager, Metrolinx

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Notice first posted: November 6, 2019

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# DURHAM WANTS OPIOID CRISIS DECLARED AN EMERGENCY

KEITH GILLIGAN  
kgilligan@durhamregion.com

DURHAM - It's "unacceptable" that there have been about 12,000 opioid overdose deaths in the last two years and yet a national health epidemic hasn't been declared.

Oshawa Mayor Dan Carter said during the just-completed federal election there was "not one word about this national health epidemic."

Durham regional council on Wednesday, Oct. 23 passed a motion calling on the "governments of Canada and Ontario to recognize, acknowledge and declare a national health epidemic in respect to the opioid overdose emergency across Canada."

Carter, a recovering addict, noted that in the last two years 12,000 Canadians have died of opioid overdoses, adding about 5,000 will die this year.

During the SARS outbreak in 2003 a provincial emergency was declared.

In a presentation to council, Melissa Hutchinson, the manager, population health with the region, said, "Overprescribing of prescription drugs and the use of illegal opioids have contributed to the issue we have today."

Risk factors for developing an opioid addiction include a personal history of substance use, a history of childhood trauma, such as pre-adolescent sexual abuse and a history of mental illness, she added.

Addiction does not discriminate, Hutchinson said, noting, "The people who use drugs are as diverse as society."

"Canadian research studies have shown that up to 90 per cent of women in treatment for substance use have experienced trauma," Hutchinson said.



Torstar file photo  
Durham regional council on Wednesday, Oct. 23 passed a motion calling on the "governments of Canada and Ontario to recognize, acknowledge and declare a national health epidemic in respect to the opioid overdose emergency across Canada."

ma," Hutchinson said. "Health Quality Ontario said in 2017 that in 2015 and 2016, people in Ontario filled more than nine million opioid prescriptions," she stated, adding that between eight to 12 per cent of those people will develop an opioid addiction.

Hutchinson noted that over the past three years, prescription rates have declined across the province, but overdose rates have not declined and in some cases increased.

"While increased opioid prescribing for chronic pain has contributed to the crisis, factors such as reduced economic opportunity, poor working conditions and financial poverty are root causes of the misuse of opioids and other substances," she noted. "Poverty and substance abuse problems operate synergistically."

The Federation of Canadian Municipalities and the Association of Municipalities of Ontario have called on senior levels of

government to do more to address the crisis, Hutchinson said.

The declaration would elevate the response to the crisis, including more funding to deal with issues related to it, she said.

During the SARS crisis in 2003, there were about 438 cases in Ontario and 44 deaths.

From January to Sept. 21, Durham paramedics went on 443 calls related to suspected opioid overdoses. Last year, over the same time span, they went on 279.

There will be between 60 to 65 opioid deaths this year in Durham, Carter said.

Hutchinson said, "By taking a co-ordinated and comprehensive approach, all levels of government can work together to provide resources, funding, support and education to best address the opioid crisis, not only within our local communities, but throughout Canada as a whole."

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Oshawa Express  
November 6 & 13 Publications

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Teens charged in robbery

Two local teenagers weren't showing any school spirit after allegedly robbing another group of students after a football game.

According to Durham police, on Thursday, Oct. 24 at around 5 p.m., two male teens approached another group of three teenagers who had been watching a football game at the Civic Recreational Complex Fields in Oshawa.

Police say one of the aggressors pushed the victim against a fence, and started to choke him, while attempting to steal his backpack.

One of the accused then threatened another victim with a knife.

The accused youths then fled the scene on foot. The victims sustained minor injuries as a result of the attack.

A 14-year-old boy and 13-year-old boy, both from Oshawa, have been charged with robbery. The older boy is also charged with threats to cause bodily harm, and possession of a weapon.

Anyone with information on this incident is asked to call 1-888-579-1520, ext. 1835.

Extra hour of sleep can hurt

By **Lara Fitzgerald-Husek**  
Special to The Oshawa Express

Each fall when daylight savings time ends, motorists and pedestrians are seemingly given a bonus hour of sleep. In theory, the roads should be safer, but this is not necessarily the case.

A survey by the Insurance Corporation of British Columbia revealed that failing to adapt to the time change that comes with the end of daylight savings time can actually cause drivers and pedestrians to be at greater risk on the road.

According to the survey, 30 per cent of drivers overcompensate for that extra hour of sleep by staying up later and therefore lose any potential benefit. While 24 per cent of drivers feel more alert the morning after the time change, 19 per cent actually feel less alert, despite the fact they should feel more rested.

The decrease in light during the evening commute causes some of the negative effects of the time change as drivers may feel more fatigued without realizing it, due to it getting darker earlier.

The impacts can be felt through poorer concentration, reduced alertness behind the wheel and slower reaction time to potential hazards.

Overall, there is a 10 per cent increase in the average number of crashes during the late afternoon commute in the two weeks following the end of daylight savings time compared to the two weeks preceding the change.

The following safety tips will help reduce the chances of injury for you and others:

- Keep your regular sleep cycle. Go to bed at the same time you normally would and benefit from that extra hour of sleep.

- Don't assume you are more rested and alert on the road following the change. Studies have shown that the end of daylight savings time can still have an impact on the quality of our sleep due to more nighttime restlessness.

- Plan ahead for the darker late-afternoon commutes where there will be slower traffic flow, less visible pedestrians and cyclists, and an even greater need to signal properly.

*Lara Fitzgerald-Husek is a lawyer at Oatley Vigmond, LLP - personal injury law firm. You can reach her at [www.oatleyvigmond.com](http://www.oatleyvigmond.com)*



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Oshawa could get second pot shop

By Chris Jones  
The Oshawa Express

Another retail cannabis store could be making its way to Oshawa. The new shop, pitched by Ludmila Goodman, was originally proposed to be in Burlington, but could be opening in Oshawa at 204 Ritson Rd. N. if all goes according to plan. This would not be Oshawa's first pot shop, as Tokyo Smoke celebrated its grand opening in July at 575 Laval Dr.

Since then, the Alcohol and Gaming Commission of Ontario (AGCO) held its second lottery in September, with 42 applicants selected. This included two applications in Oshawa, who were both proposing shops at 20 Simcoe Street South. But both these applicants, along with nine others, were subsequently disqualified by the AGCO. Those applicants then filed for a judicial review of the disqualifications, claiming it had been done in an "unfair and unreasonable manner." That review was rejected, and the group followed with a class action lawsuit. There are four applications, looking to open their store at 20 Simcoe Street South, on the AGCO waiting list.

Enjoy the Oshawa Museum's Lamplight Tour

The annual Lamplight Tour is a time-honoured tradition at the Oshawa Museum. This signature event allows visitors young and old to tour through the museum homes decorated to reflect a Victorian Christmas. Oil lamps provide the only light in Henry House, as it looks just how the Henry family would have lit their home back in the 1800s. The Durham Storytellers will be narrating, "The Ballad of Jennie's Wedding," her tale of getting married in Henry House in 1873. Victorian style is everywhere, from clothing, music, food, and gift ideas. Be sure to leave enough time for photos with Father Christmas, as museum photographers will be on hand in the drive shed by Henry House to snap photographs and post them on Facebook where they can be shared with family and friends. Visitors will also see Robinson House and its latest exhibit, The Vintage Catwalk, while still experiencing some holiday flare. 2019 marks the second year of the Lamplight Mini Market in Robinson House. Featured artisans include Jennuinely Unique Knits, J.L. Webster Creations, Dolls Adorned & More, and Rock Jewelry Designs. Stop into Guy House where you can listen to ghost stories, also from the Durham Storytellers, and enjoy cider, hot chocolate, and popcorn. This year, Oshawa Museum staff are also collecting food and toy donations for Simcoe Hall Settlement House's Christmas Food and Toy Drive. The Lamplight Tour takes place on Saturday, Dec. 7 from 6 to 8 p.m. Tickets are \$5 per person and can be purchased online at [eventbrite.ca](http://eventbrite.ca) or at any of the museum homes that night.

L'Express Toronto  
November 8 & 15 Publications

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L'installation Impulse

# 15 balançoires lumineuses et musicales à Harbourfront

## Vous devenez le musicien et l'artiste

15 balançoires musicales et lumineuses viennent éclairer le secteur de Harbourfront jusqu'au 12 novembre.

**Terrain de jeu urbain**  
Ce terrain de jeu urbain appelé *Impulse*

est adapté aux petits et grands. En jouant sur les balançoires, les séquences lumineuses et sonores se multiplient, créant une oeuvre artistique dont vous serez les seuls à l'origine. Vous devenez ainsi à la fois le musicien et l'artiste.

**Une installation venue de Montréal**  
Présentée pour la première fois au quartier des spectacles de Montréal, en 2016, lors de la 6<sup>e</sup> édition de *Luminothérapie*, cette installation inspirée par *Latéral Office* et *CS Design*, vient

désormais illuminer les nuits de Toronto. Venez inspirer votre propre composition artistique éphémère, accompagnée de votre famille et de vos amis, en profitant de cette installation.

**Retrouvez Loop dès janvier**  
En janvier, elle sera remplacée par *Loop*, qui proposera à ses utilisateurs de visualiser des images et alimenter des sons, en pédalant au sein d'une machine interactive.

– Marie Thimonnier



## Avis de séance d'information publique n° 2

### Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en instaurant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à la fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

### Le projet

Le service d'autobus rapides Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough. Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



### En savoir plus

Nous vous invitons à assister à la deuxième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séances à ce sujet s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin et à Scarborough en septembre 2019.

L'équipe du projet présentera l'option technique privilégiée pour mettre en œuvre le réseau du service d'autobus rapides dans des zones restreintes, c'est-à-dire au centre-ville d'Oshawa, au centre-ville de Whitby, à Pickering Village (à Ajax) et sur Ellesmere Road, à l'est du Military Trail, en vue d'obtenir vos commentaires.

La séance vous donnera aussi l'occasion de vous prononcer sur l'emplacement des arrêts proposés et vous renseignera sur les études techniques réalisées à ce jour.

L'équipe du projet sera présente pour répondre aux questions et recueillir les commentaires.

Chaque séance d'information prendra la forme d'une réunion publique de type portes ouvertes. Les présentations, suivies d'une période de questions et de réponses, se dérouleront à Scarborough, à Whitby et à Oshawa.

| Scarborough   |  |
|---|--|
| Lundi 18 novembre 2019<br>De 15 h 30 à 17 h 30 et de 18 h 30 à 20 h 30<br>Présentation à 19 h<br>Université de Toronto, campus de Scarborough, The Meeting Place, aile des sciences (S-Wing), deuxième étage, près de Starbucks<br>Présentation – troisième étage, salle HW-305<br>1265 Military Trail, Scarborough (Ontario) M1C 1A4 |  |
| <b>Pickering</b><br>Mercredi 20 novembre 2019<br>De midi à 14 h<br>Pickering Town Centre, Niveau supérieur, près de Carlton Cards<br>1355 Kingston Road, Pickering L1V 1B8  | <b>Ajax</b><br>Mercredi 20 novembre 2019<br>De 18 h à 20 h<br>Église anglicane St. George's Hall principal,<br>77 Randall Drive, Ajax L1S 6L4                              |
| <b>Whitby</b><br>Mardi 19 novembre 2019<br>De 18 h à 20 h<br>Présentation à 18 h 30<br>Siège social de la Région de Durham, salle 1B<br>605 Rossland Road East, Whitby L1N 6A3  | <b>Oshawa</b><br>Mardi 19 novembre 2019<br>De midi à 14 h<br>Présentation à 12 h 30<br>Hôtel de ville, aile C, salle des comités<br>50 Centre Street South, Oshawa L1H 3Z7 |

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### Commentaires

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**Kristin Demasi,**  
Gestionnaire de projet, Metrolinx  
97 Front Street West,  
Toronto (Ontario) M5J 1E6  
Courriel : [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tél. : 416 202-3723

Also available in English.  
Première publication de l'avis : 6 novembre 2019

## 5 800 animaux au salon de l'agriculture de Toronto

5 800 animaux attendaient les visiteurs vendredi 1<sup>er</sup> novembre, à l'ouverture du salon de l'agriculture de Toronto, qui bat son plein toute la semaine jusqu'à dimanche. Au Parc des Expositions, les gens se pressent pour venir profiter de cette 97<sup>e</sup> édition de la Royal Agricultural Winter Fair.

*L'Express* a fait le tour d'un des plus grands salons de l'agriculture au monde, qui rassemble près de 300 000 visiteurs chaque année et compte de nombreux exposants.

### Spectacles et concours

Au salon, c'est le spectacle équestre qui attire les foules les plus enthousiastes. Les spectacles ou compétitions équestres ont lieu en journée, mais aussi le soir, sur la glace des *Marlies*, transformée pour l'occasion.

Depuis les gradins, vous pouvez profiter de la beauté du spectacle, de la grâce des cavaliers et de l'agilité des chevaux, tout en appréciant le caractère compétitif de la sélection.

Vous y trouverez aussi des spectacles canins, des dressages de chevaux, et d'autres activités pour enfants et pour adultes, comme une petite ferme où l'on peut nourrir les animaux.

Plusieurs concours de bêtes sont présentés, tels que ceux de vaches, veaux ou taureaux, mais aussi de cochons ou de chèvres. Près de 50 compétitions sont organisées, classant les animaux par poids, beauté, taille, pelage...

Certains animaux sont vendus aux enchères par les commissaires priseurs.

### Se balader dans les allées

Dans les allées, on trouve des producteurs locaux, des reventes d'équipements, de matériels et autres vendeurs se côtoient. Les visiteurs s'y baladent, arpentent les allées et se pressent pour voir les spectacles d'animaux.

De nombreuses écoles et familles profitent du concours canin pour se reposer d'une longue journée au salon. Les chiens font le spectacle, accompagnés de leurs dresseurs, et l'ensemble est apprécié par le public.

Vous pourrez également profiter des divers restaurants. Certains d'entre eux proposent des produits de la région.

Le salon est ouvert jusqu'au dimanche 10 novembre. Les billets sont en vente sur place ou sur le site internet.

– Marie Thimonnier



Concours équestre du salon de l'agriculture 2019.



Retrouvez une petite ferme dans laquelle le public peut nourrir et toucher les animaux.



Concours et sélection de vaches au salon de l'agriculture.

## Le droit à son français vs Denise Bombardier (encore)

J'ai discuté récemment avec une enseignante à la retraite au sujet du documentaire de Denise Bombardier sur la francophonie canadienne. Je vais taire son nom pour la bonne raison que son cœur s'est toujours ouvert aux bouts de chou qui ont peuplé ses classes plutôt qu'aux controverses médiatisées.

Un court passage l'a bouleversée. C'est celui où *Denise au pays des Francos* reprend un jeune Franco-Ontarien qui venait d'employer le verbe «supporter» dans le sens d'«appuyer». Anglicisme. Ô sacrilège! Pris en flagrant délit d'inconduite linguistique...

### Estime de soi

Cette ex-enseignante acadienne m'a fait comprendre en peu de mots que la langue parlée n'est pas qu'affaire de dictionnaire. Elle a à voir avec l'estime de soi et l'expression de sa personne.

«C'est blessant pour ce jeune», dit-elle. «Aura-t-il le goût de parler français s'il se fait humilié?»

### Comme un cocon

Jeanne-Mance (nom fictif) parle un français tout à fait correct. Elle est fière de sa langue et heureuse de la transmettre. À l'écouter, on perçoit son idéal, celui d'une langue parlée qui serait un cocon confortable. On y vivrait avec sa famille et ses amis dans des mots nés du cœur plutôt que copiés des grands dictionnaires.

Faut-il toujours parler lexicque en poche? Répondre oui à cette question priverait la langue française de tous ses accents et de ses couleurs locales. Impensable et inconcevable.

### Bien des sons français

«Votre langue n'est pas la mienne», dit Denise Bombardier à l'intention des francophones minoritaires.

Or, des années passées en France, au Québec, en Acadie, en Saskatchewan et en Ontario m'ont fait entendre bien des sons français qui ne sont pas les siens, ni les miens, ni les vôtres probablement. Mais ils sont nôtres. C'est ce qui compte.

Et bien sûr, dans toutes ses



Denise Bombardier dans le documentaire *Denise au pays des francos*.

«parlures», on entend des fautes.

### De l'acadien au catalan

Permettez-moi cette petite anecdote.

J'ai déjà côtoyé un Français catalan. Aux premières heures, nous avions du mal à nous comprendre tellement nos accents étaient différents. Son débit rapide et saccadé contre mes syllabes escamotées... Pas évident... Mais on s'est vite habitué.

C'est avec lui et un gars du Midi que j'ai visité le moulin d'Alphonse Daudet. Ce moulin nous disait la même chose...

Bien sûr, nous n'aurions pas raconté *La chèvre de monsieur Seguin* de la même manière, mais l'oeuvre demeure universelle. Elle a voyagé par la grâce de ceux et celles qui ont traversé l'Atlantique pour la reprendre et lui donner vie sur notre continent. C'est un morceau de culture française qui a franchi les époques et les frontières.

### Soyons contemporains

Au-delà de l'histoire culturelle, soyons contemporains.

Étienne Fletcher est Fransaskois. Ce jeune auteur, compositeur et interprète de talent s'est produit à Gatineau tout récemment. Avec ses mots et sa façon de parler, il se dit résolument Fransaskois. C'est avec cette identité qu'il promène son spectacle sur les scènes du Québec... Sans complexe...

### L'assimilation existe

Bien sûr, il ne faut pas fermer les yeux sur ce nuage noir qu'est l'assimilation. En proportion, la composante francophone du Canada rétrécit, mais admettons-le, elle augmente toujours en nombre.

S'il en est ainsi, c'est parce que des Francophones se lèvent chaque matin en faisant un choix linguistique qui vient du cœur, à deux pas du dépanneur du coin où tout se passe en anglais.

C'est avec ténacité qu'ils contribuent au rayonnement de la langue parlée au Québec.

Ils sont sur la ligne de front... Il est normal qu'ils en subissent quelques ecchymoses.

### Un défi de plus

Quant au verbe «supporter», cet anglicisme dénoncé dans le documentaire, il est d'usage courant au Québec. On l'entend à la radio, à la télévision, on le lit dans les journaux, et je le corrige souvent dans les travaux de mes étudiants québécois.

Non, le pays des Francos n'a pas le monopole de la faute... Il a toutefois le monopole d'un défi que Mme Bombardier et ses voisins de palier n'ont pas à relever.

– Réjean Paulin · Francopresse



# L'année musicale de Fred Boutin: collaborations et passion

Une pause après le lancement de son EP : *La Statue*



Marie Thimonnier

Après avoir effectué une série de concerts, du Black Swan à Francophonie en fête, ponctuée par de nombreuses rencontres musicales, le chanteur et guitariste torontois Fred Boutin prend une pause hivernale, après le lancement de son EP *La Statue*. Cette année lui a aussi permis de trouver un groupe fixe et d'explorer de nouvelles contrées musicales.



**Un défi réalisé: l'EP**  
Pour Fred Boutin, lancer cet EP et le faire vivre était un défi. Professeur et père de famille, la musique est une passion à laquelle il accorde beaucoup

d'importance. Cet amoureux du rythme a pour source d'inspiration Steve Wonder et Pink Floyd. Avant tout, il cherche sans cesse à se surprendre. Brel,

Springsteen ou Bashung pour les textes sont ceux dont il aime le plus s'inspirer. Créer un spectacle est un autre défi qu'a relevé Fred Boutin. Chaque scène est différente, chaque soir accompagné par des musiciens différents, c'est finalement de la scène que l'artiste tire un nouveau groupe de trois musiciens qui l'accompagnent.

**De l'EP à la scène**  
«La guitare reste prédominante dans ma musique», dit-il à *L'Express*. «Ce que je veux faire le plus entendre, c'est le rythme de ma musique.»

Cela s'explique principalement par le public torontois. Pour Fred Boutin, «il est pertinent de faire passer la musique avant les paroles, qui sont en français, car le public anglophone ne les comprend pas. Cela me permet aussi de me lâcher plus sur les textes, d'écrire ce dont j'ai envie.»

Le public torontois est un public curieux, selon Fred Boutin. Même si les francophones sont les plus nombreux là où il se produit, les anglophones sont aussi présents, qu'ils soient francophiles ou non. C'est la musique qui les mène là.

C'est une fierté pour lui lorsque sa fille l'accompagne sur scène et joue à ses côtés: de quoi venir une fois de plus ajouter un grain de folie au spectacle.

**Apprendre pour mieux envisager l'avenir**  
«*Collaborations artistiques et passion*» sont les mots que j'emploierais pour décrire mon aventure musicale. Ils reflètent à la fois l'idée que ma musique est faite de rencontres, d'harmonies musicales renouvelées, le tout pour le plaisir d'écrire et de composer.»  
Lorsqu'on l'interroge sur sa manière de voir l'avenir, Fred Boutin reste vague. «Ce que je sais, c'est que je veux collaborer, laisser des gens travailler à mes côtés et rentrer dans mon univers. Avant je travaillais seul, mais cette année m'a appris que l'échange donnait encore plus de richesse à mes morceaux.»

**Une pause**  
«Lorsque je dis aux gens que je côtoie que je vais me produire pour la dernière fois sur scène avant une pause, ils ne comprennent pas. Mais j'ai besoin de ça pour redéfinir mon projet, là où je veux emmener ma musique», se confie-t-il.

Mais l'artiste se dit toujours prêt à envisager de nouvelles collaborations si elles lui sont proposées.  
Fred Boutin s'est produit sur la scène de son école, devant les parents d'élèves, et il se réjouit de la confiance que lui donne la communauté. «Ces gens m'ont déjà vu sur scène et en redemandant; c'est une fierté; j'apprécie cette confiance qui me donne envie de continuer dans mon projet.»



Philippe Flahaut. PHOTO: GUILLAUME GARCIA

## Au détour des souvenirs et du quotidien de Philippe Flahaut

### Nouvel album: *Un sourire*

Les influences du chanteur et musicien franco-torontois Philippe Flahaut sont variées: des artistes de blues tels que BB King, mais surtout des grands noms de la chanson française comme Nougaro, Brassens et Brel. Son album *Un sourire*, sorti le mois dernier sur Spotify, narre les joies et peines du quotidien tout en finesse et légèreté.

**Imprégné de souvenirs**  
C'est un album «fait en direct, en studio et rapidement», raconte Flahaut. Il s'accompagne de musiciens locaux comme Vincent Chevalot, qui a notamment travaillé avec Maxime Leforestier. Ses inspirations lui viennent de la vie quotidienne: un coin de rue, un bar, une rencontre. La chanson *Des Frites* fait référence à son expérience dans la restauration à Paris. Voyant passer beaucoup de clients, la pression était forte et le rythme saccadé, tout comme sa musique.

Dans *L'île de plastique*, l'artiste dénonce la présence excessive de déchets dans l'océan, nous faisant regretter d'être allés se baigner. «Le Pacifique n'est pas idyllique. Cette chanson c'est une façon de parler du problème de pollution des océans qui

nous touche tous et qui est problématique pour les générations futures.» Lui-même, lors de ses escapades d'enfance en Vendée, s'est trouvé confronté aux plaques de mazout polluant les plages. Enfin, *Au coin d'une rue de banlieue* d'écrit la découverte fortuite entre deux personnes et nous renvoie à nos propres rencontres imprévisibles.

**Chanter en français**  
L'artiste souligne la nécessité de soutenir et valoriser les artistes francophones en Ontario.

«La sortie de cet album a été possible grâce au programme de chansons musicales francophones du Conseil des Arts de l'Ontario. Sans eux, mon album n'existerait pas. Ce programme est vital pour valoriser la musique franco-ontarienne.»

Chanter en français est un choix, une direction que le chanteur a volontairement prise. «On

est engagés dès lors qu'on chante en français. Je suis plus honnête ainsi. Même si certains artistes charment également un marché anglophone, cela ne me ressemble pas.»

Par ailleurs, Philippe Flahaut intervient régulièrement auprès des enfants dans les garderies et les écoles francophones et anglophones. Ses chansons sont liées à des problématiques auxquelles les jeunes peuvent s'identifier tout en apprenant la langue. – Emma Couffin



«Un Sourire» (2019), le quatrième album de Philippe Flahaut après «Philippe Flahaut» (2006), «Seul avec les autres» (2004) et «Le chien» (2002). Il a aussi un album pour les enfants: «Monsieur Philippe» (2016).

## Avis de séance d'information publique n° 2

### Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en instaurant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à la fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

### Le projet

Le service d'autobus rapides Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough. Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



### En savoir plus

Nous vous invitons à assister à la deuxième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séances à ce sujet s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin et à Scarborough en septembre 2019.

L'équipe du projet présentera l'option technique privilégiée pour mettre en œuvre le réseau du service d'autobus rapides dans des zones restreintes, c'est-à-dire au centre-ville d'Oshawa, au centre-ville de Whitby, à Pickering Village (à Ajax) et sur Ellesmere Road, à l'est du Military Trail, en vue d'obtenir vos commentaires.

La séance vous donnera aussi l'occasion de vous prononcer sur l'emplacement des arrêts proposés et vous renseignera sur les études techniques réalisées à ce jour.

L'équipe du projet sera présente pour répondre aux questions et recueillir les commentaires.

Chaque séance d'information prendra la forme d'une réunion publique de type portes ouvertes. Les présentations, suivies d'une période de questions et de réponses, se dérouleront à Scarborough, à Whitby et à Oshawa.

|   |  |
|---|--|
| <b>Scarborough</b><br>Lundi 18 novembre 2019<br>De 15 h 30 à 17 h 30 et de 18 h 30 à 20 h 30<br>Présentation à 19 h<br>Université de Toronto, campus de Scarborough, The Meeting Place, aile des sciences (S-Wing), deuxième étage, près de Starbucks<br>Présentation – troisième étage, salle HW-305<br>1265 Military Trail, Scarborough (Ontario) M1C 1A4 |  |
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### Commentaires

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Gestionnaire de projet, Metrolinx  
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Tél. : 416 202-3723

Also available in English.  
Première publication de l'avis : 6 novembre 2019

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Ne vise pas à solliciter les propriétés qui sont déjà à vendre et sous contrat.

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## Campagne de Noël 2019 au profit des aînés

# Venez passer avec nous un magnifique moment dans l'esprit des fêtes...

... avec l'ensemble vocal **LES VOIX DU COEUR**  
**Samedi 14 décembre 2019, 14h**  
Paroisse du Sacré-Coeur, 381 rue Sherbourne  
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[www.caheritage.org/PartageDeNoel](http://www.caheritage.org/PartageDeNoel)



## Appendix D – Radio Advertisements

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019

# CJKX-FM Contract Spot Report from Nov 12, 2019 to Nov 19, 2019

| Cont. #                           | Line | SPW | DOA     | Len.             | Date     | Time      | Booked To              | Cart #   |
|-----------------------------------|------|-----|---------|------------------|----------|-----------|------------------------|----------|
| Advertiser: METROLINX HEAD OFFICE |      |     |         | Agency: (Direct) |          |           | Contract Desc.: Public |          |
| Information Meetings              |      |     |         |                  |          |           |                        |          |
| 11356                             | 1    | 21  | 0234560 | 00:00:30         | 11-12-19 | 07:25:00A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-12-19 | 02:35:30P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-12-19 | 05:51:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 07:17:00A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 01:50:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 06:36:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 06:18:00A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 09:19:30A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 11:21:00A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 03:21:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 04:51:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 08:53:30A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 10:35:30A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 12:36:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 05:21:00P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 06:20:30P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 05:49:00A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 07:49:30A | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 12:20:01P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 01:19:30P | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 03:36:31P | Reach Plan 1           | COM-5339 |

Total Spots for the Contract: 21

# CKGE-FM Contract Spot Report from Nov 12, 2019 to Nov 19, 2019

| Cont. #                           | Line | SPW | DOA     | Len.             | Date     | Time     | Booked To              | Cart #   |
|-----------------------------------|------|-----|---------|------------------|----------|----------|------------------------|----------|
| Advertiser: METROLINX HEAD OFFICE |      |     |         | Agency: (Direct) |          |          | Contract Desc.: Public |          |
| Information Meetings              |      |     |         |                  |          |          |                        |          |
| 7693                              | 1    | 21  | 0234560 | 00:00:30         | 11-12-19 | 07:23:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-12-19 | 10:35:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-12-19 | 17:49:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 06:18:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 12:35:15 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-13-19 | 16:22:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 08:16:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 09:21:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 14:35:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 15:35:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-14-19 | 18:49:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 08:23:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 13:21:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 14:50:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 16:35:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-15-19 | 17:23:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 07:50:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 08:35:00 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 12:19:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 13:35:30 | Reach Plan 1           | COM-5339 |
|                                   |      |     |         |                  | 11-16-19 | 15:19:30 | Reach Plan 1           | COM-5339 |

Total Spots for the Contract: 21

## Appendix F – Display Boards

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019



# Durham-Scarborough Bus Rapid Transit Welcome

Thank you for attending **Public Information Centre #2**  
for the Durham-Scarborough Bus Rapid Transit Project.

[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)



## DURHAM – SCARBOROUGH

Bus Rapid Transit

## What do you want to know?

Look for these symbols and colours to find related content:



Project Information



Initial Business Case



Bus Rapid Transit



Technical Information



Environmental Studies



This symbol indicates that we want your feedback. Fill out a comment sheet or add sticky notes to provide input.



This symbol indicates that more information is available in a handout. Ask a project team member for a copy.



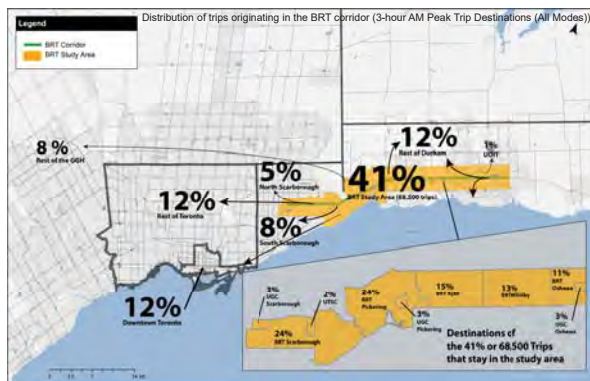


# Durham-Scarborough Bus Rapid Transit Corridor



## What is Durham-Scarborough Bus Rapid Transit?

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect to Scarborough Centre.



Source: 2011 Transportation Tomorrow Survey, Durham-Scarborough BRT Initial Business Case 2018

### Problem and Opportunity Statement:

The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints.

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

We asked for your feedback on the Problem and Opportunity statement at PIC #1. Based on the feedback received, the Problem and Opportunity statement has been confirmed, and will continue guiding the study.



## 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 or less during peak hours.



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



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



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

## Benefits of Durham-Scarborough Bus Rapid Transit

The Initial Business Case identified the following benefits:



**162**

Kilotonnes of CO<sub>2</sub> Reduced



**9.5**

Minutes Saved Per Rider



**208**

Fewer Traffic Related Injuries or Deaths



**686**

Millions of Dollars of Economic Benefits

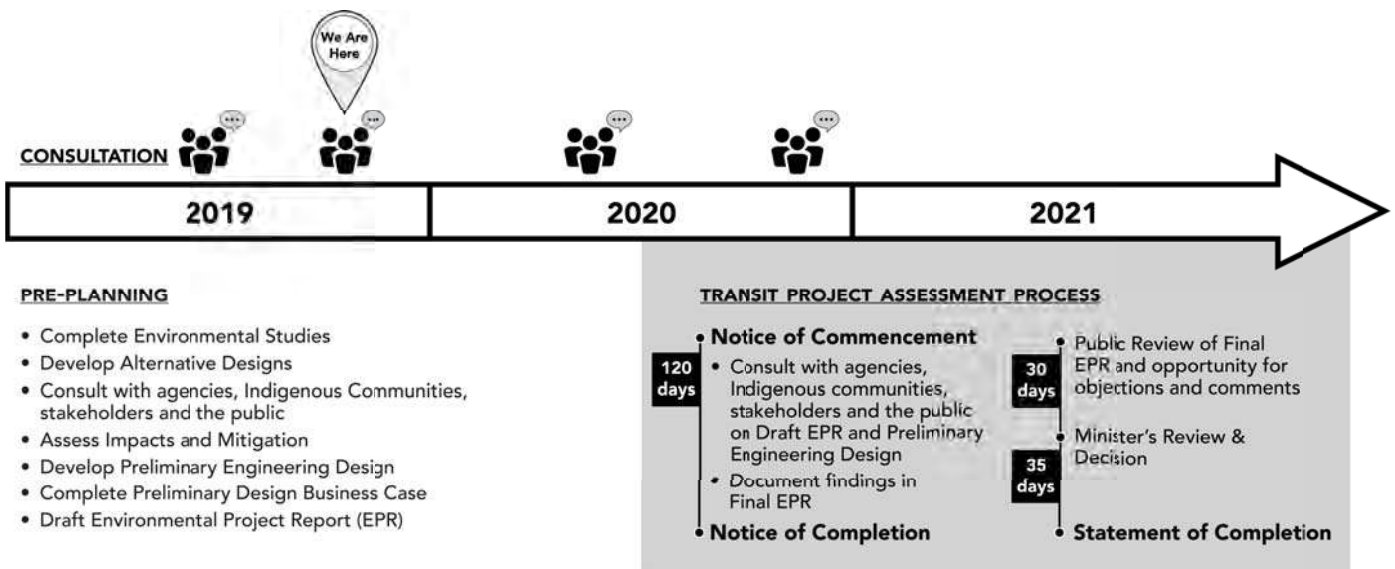


**1.29**

Benefit to Cost Ratio



## Study Process

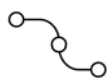




# What We Heard at Public Information Centre #1

Public Information Centre #1 was held in Durham Region in June and in Scarborough in September. Members of the public were able to provide feedback by filling out a comment sheet, completing an online survey, or emailing the project team directly. Feedback showed that the public was generally supportive of the project and interested in learning more about potential impacts as the project progresses. The public identified:

## Opportunities to



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



Expand the active transportation network to fill in existing gaps and enhance the public realm

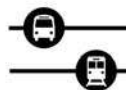


Positively impact the environment through the reduction of traffic congestion and greenhouse gases



Improve connections to existing major trip generators within Durham Region and Scarborough

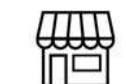
## Concerns about



Potential duplication of service with the Lakeshore East GO train corridor



Potential increase in traffic congestion and access restrictions due to medians



Potential business impacts



Existing congestion at the Ellesmere Road and McCowan Road intersection



## What is an Initial Business Case?

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

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

A Preliminary Design Business Case will be completed as part of this project. A draft will be presented at Public Information Centre 3.



Copies of the Initial Business Case are located at the sign-in table.

## Initial Business Case Recommended Option

### Bus routing options



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

### Bus service options



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

### Stop spacing options



Recommended an average stop spacing of 700 to 800 metres.

### Right-of-way options



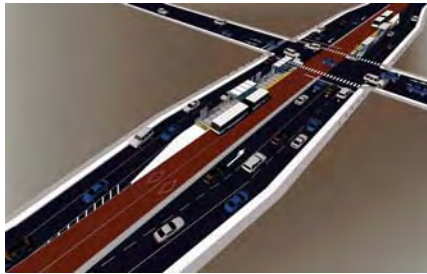
Recommended a hybrid option, with a mix of centre-median lanes, curbside lanes, and transit priority measures.





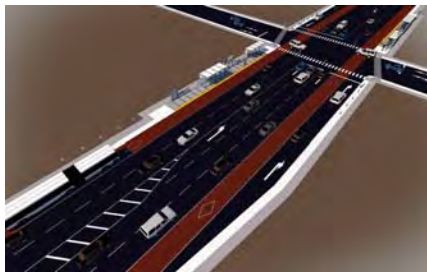
## BRT Lane Options

### Centre-median bus lanes



- Dedicated transit lanes in the centre of the road.
- Stops in the centre of the road at signalized intersections. Pedestrians can access stops through a two-stage crossing.
- Centre raised island restricts left-turns into and out of unsignalized side streets and driveways.

### Curbside bus lanes



- Dedicated transit lanes on the outside of the road.
- Stops on the side of the road at signalized intersections.

In general, dedicated transit lanes are preferred, where feasible:

#### ✓ Reliable

Most consistent Rapid Transit travel time between destinations.

#### ✓ Wise Investment

Multiple service providers can use the lanes, supporting improved network integration.

#### ✓ Safe

Fewer conflict points between turning traffic and transit.

#### ✓ Walkable

More opportunities for streetscaping in between Rapid Transit stops.

#### ✓ Future proof

Dedicated lanes are more flexible to future uses such as Light Rail Transit.



## BRT Vehicles



PULSE bus

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

Vehicles are high capacity carrying up to 90 people.



Articulated TTC bus

Source: NGT news



Articulated VIVA bus

Vehicles run primarily in dedicated lanes and have priority through intersections to maintain service reliability.

Transit agencies are researching alternative energy systems.

## BRT Stops



Rendering of proposed centre median Bus Rapid Transit stop in London, Ontario.

Bus Rapid Transit curbside stop in Brampton, Ontario.



Bus Rapid Transit curbside stop in Durham Region.

Rendering of centre median Bus Rapid Transit stop in Ottawa, Ontario.





## Accessing Centre-Median Stops



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



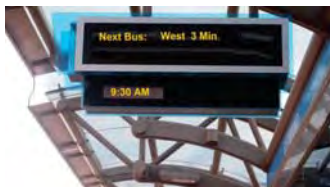
2 ...and waits to cross the street.



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



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



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



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



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



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



## Environmental Studies

The Transit Project Assessment Process (TPAP), a streamlined Environmental Assessment process, is being completed for this project. To support the TPAP, a number of environmental studies will be completed to document the existing conditions in the corridor and assess any potential impacts the Bus Rapid Transit project could have.

The studies will also document the potential mitigation measures that could be applied to reduce or eliminate potential impacts.

Work has begun on these environmental studies, and field teams will continue to be in the corridor throughout 2020 collecting and assembling the data.

Mitigation measures proposed through the studies will be used by the design team to review and improve the design.

## Next Steps

The following studies are currently underway or will begin shortly to assess all aspects of the environment. The findings will be presented at future public meetings.

These studies will form part of the Environmental Project Report which will be posted for public review.

### Natural Environment Studies

- Natural Heritage Assessment
- Tree Inventory
- Noise and Vibration Assessment
- Air Quality Assessment

### Social Environment Studies

- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Socio-economic and Land Use Study

### Geotechnical Studies

- Geotechnical Assessment
- Phase 1 Environmental Site Assessment

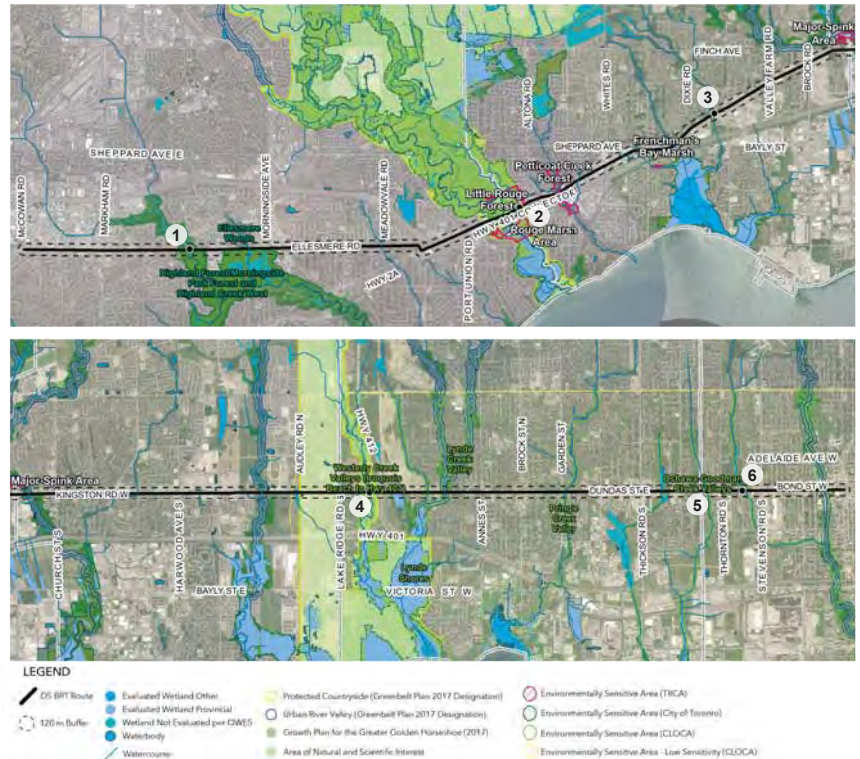
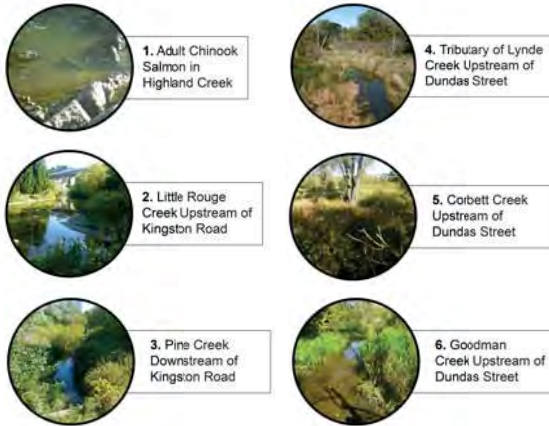




# Natural Heritage

Biologists, ecologists and botanists have surveyed the corridor to determine where fish and fish habitat, mammals, herpetofauna (frogs/toads), reptiles/amphibians, birds, breeding birds, and bat habitat is located within the study area.

Vegetation and spring field investigations have also been completed. A tree inventory will be undertaken in spring 2020.

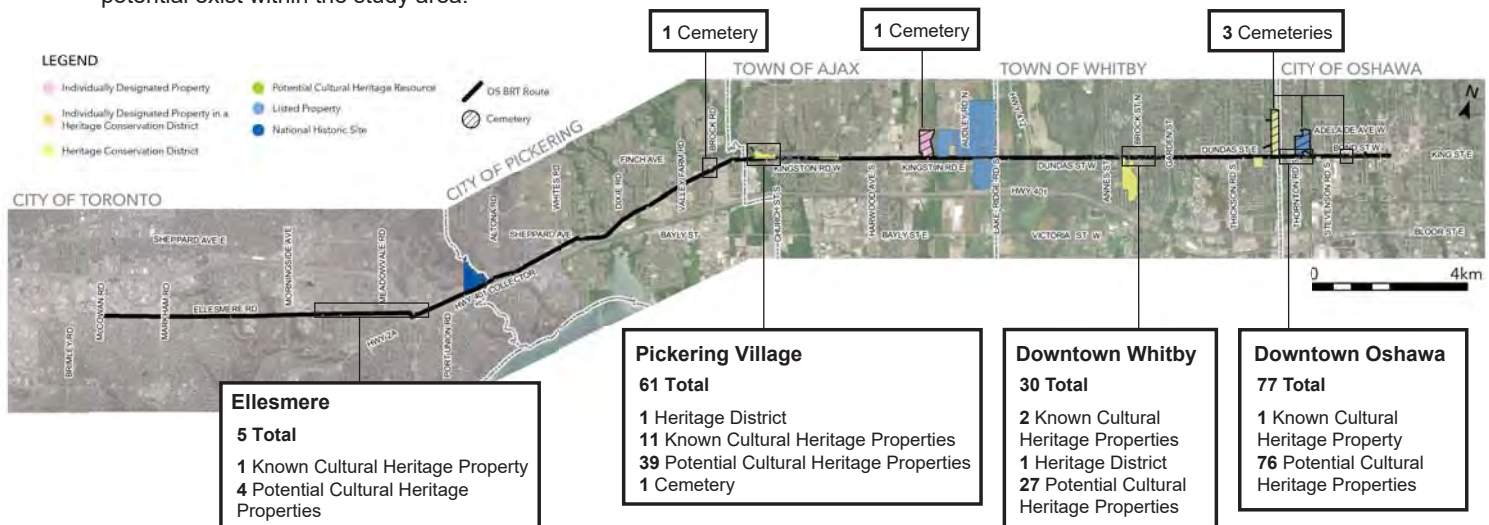


# Cultural Heritage and Archaeology

Cultural heritage specialists and archaeologists have completed a desktop review of the corridor to determine where known cultural heritage properties (designated properties and heritage conservation districts), potential cultural heritage properties (listed properties), cemeteries, and areas with archaeological potential exist within the study area.



Copies of the Natural Heritage, Cultural Heritage, and Stage 1 Archaeological Assessment mapping are located at the sign-in table.





## Socio-Economic Conditions

An existing conditions review was completed to understand the population that exists in the study area. Census data was reviewed to determine factors such as population and business density, age structure, household income, immigration and education attainment.

Bus Rapid Transit will provide independence for those who are unable to drive. The review found that:

- 16% of residents along the corridor are aged 65 or older.
- 30% of residents along the corridor are under the age of 25.
- 8% to 25% of Scarborough households do not own a vehicle in wards along the corridor.\*
- 1% to 11% of Durham Region households do not own a vehicle in wards along the corridor.\*

A review of existing businesses in the study area was completed. There are areas with a high density of businesses located throughout the corridor. Bus Rapid Transit will connect even more people to these businesses.

While there may be short-term disruptions during construction, it has been proven that building Bus Rapid Transit pays off in the long-term by spurring investment along the corridor.

### Business Density Along Corridor:



\*Statistics from Transportation Tomorrow Survey (2016)



## Traffic

Traffic along the corridor currently experiences congestion, resulting in unreliable travel times for transit and general traffic.

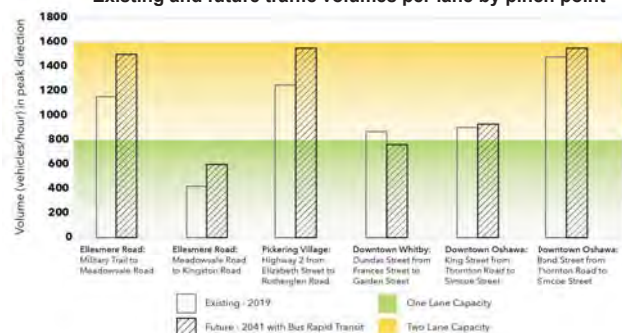
As part of this study, we will examine existing and future traffic conditions, including:

- Existing – to identify current operations and constraints, and for calibration and comparison purposes.
- Future (2041) “business as usual” – to understand how the corridor will function with no transit improvements.
- Future (2041) “with Bus Rapid Transit” – to understand how the corridor will function with additional Bus Rapid Transit infrastructure.

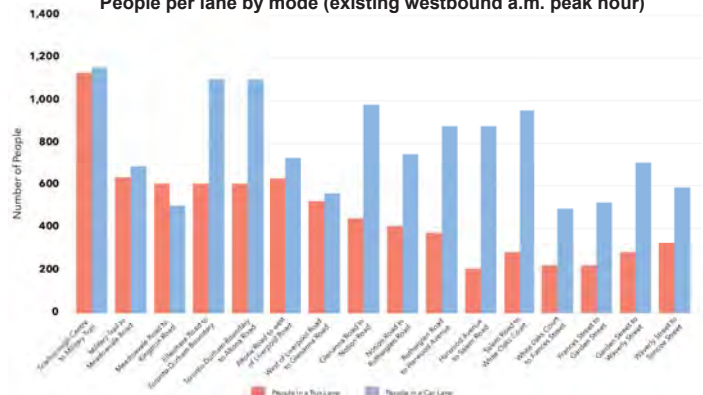
### Next steps:

- More detailed traffic analysis for each pinch point.
- Overall corridor traffic and transit operations analysis.

### Existing and future traffic volumes per lane by pinch point



### People per lane by mode (existing westbound a.m. peak hour)

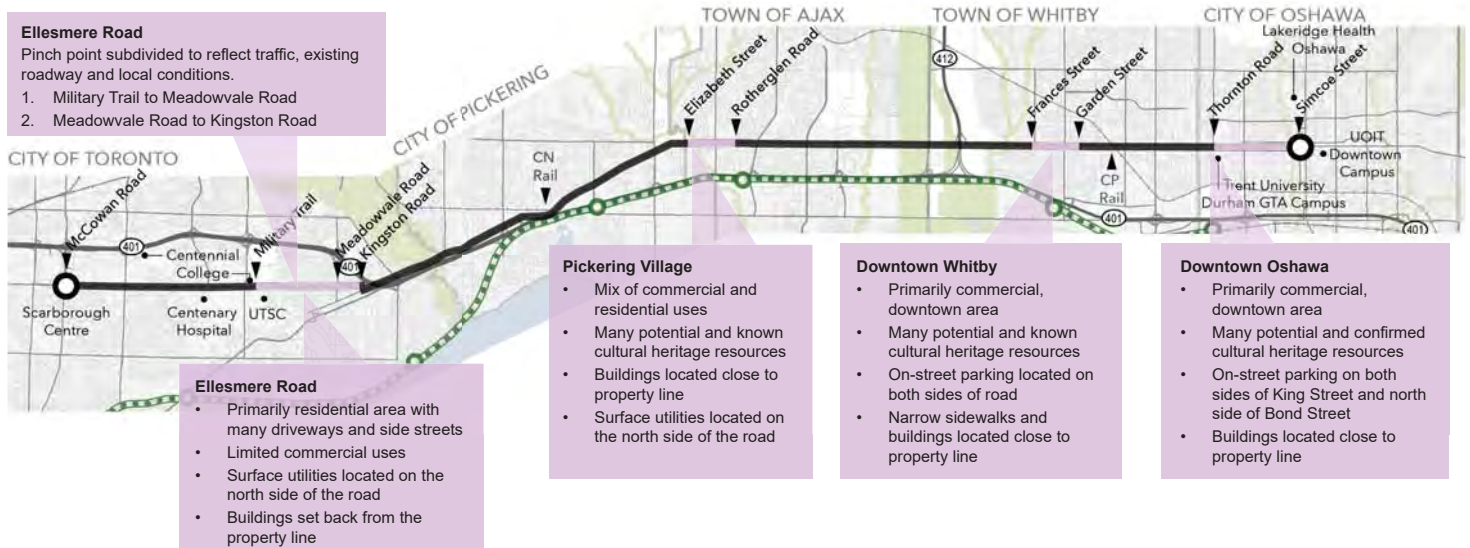






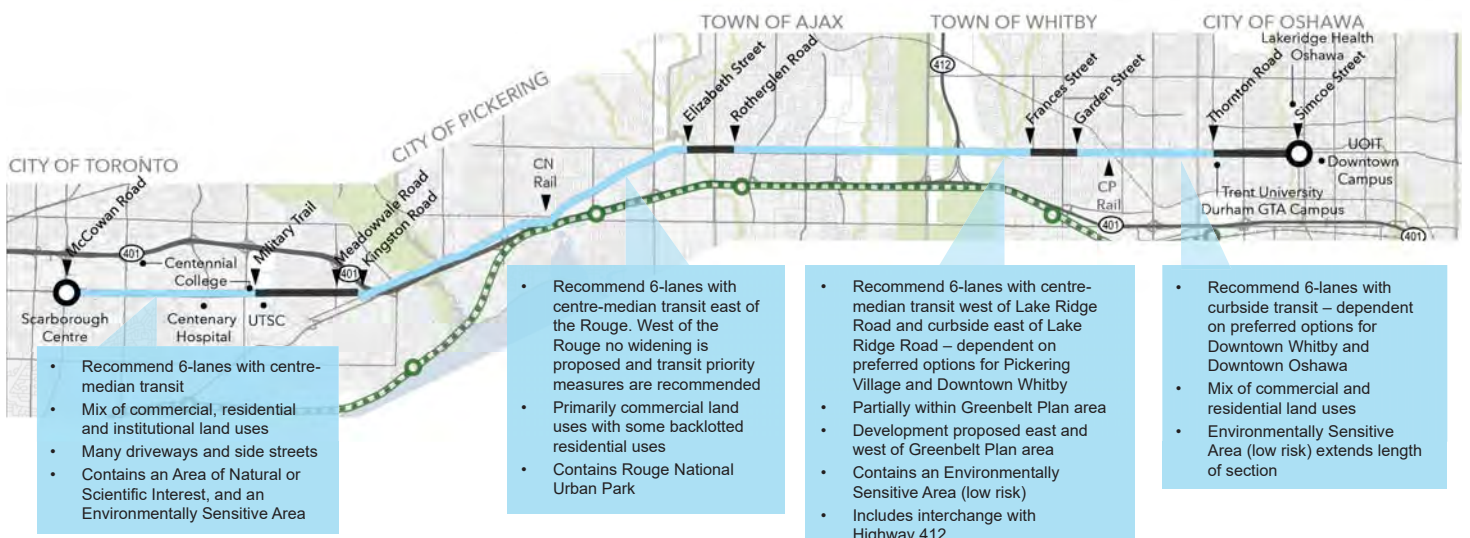
## Pinch Points along the Corridor

The Initial Business Case identified four constrained locations, or “pinch points” along the corridor, which require more detailed analysis. These pinch points are illustrated in the graphic below, along with their specific constraints. A number of options have been considered in these locations. The evaluation of these options is presented on the following boards.



## Between the Pinch Points

Outside of the pinch points, the Initial Business Case (IBC) recommended 6-lane cross-sections with either centre-median or curbside running transit lanes. Transit priority measures were recommended over the Rouge Valley to avoid the environmental impacts of widening the bridge. The technically preferred option is described below, along with specific context.





# Evaluation Criteria

The following criteria was presented at Public Information Centre #1. Based on the feedback received, the criteria were confirmed and used to evaluate the options for the pinch point locations.

The criteria considers all aspects of the natural, cultural, and built environment and aligns with the typical criteria used by the City of Toronto and Durham Region.



Each pinch point was evaluated using this criteria. See handout for details on how each option performed.

## Compatible with Adjacent Communities

- Noise, vibration and air quality
- Community character
- Area business viability
- Development incentives

## Protect Historical, Cultural and Archaeological Resources

- Archaeological resources
- Cultural heritage resources
- Protection of public open spaces

## Protect, Improve and Restore the Natural Environment

- Surface water and groundwater
- Aquatic and terrestrial habitat
- Flora and Fauna
- Ecological linkages

## Increase Transit Ridership, Quality and Access

- Connectivity with other transit services
- Quality and reliability of transit service
- Accessibility to transit
- Safety and security

## Support A Sustainable Transportation System

- Pedestrian and cycling networks
- Transportation system capacity
- Goods movement

## Connect Major Facilities and Support Lands Designated for Development

- Catchment potential
- Transit-oriented development

## Provide a Wise Investment

- Existing and future infrastructure investments
- Capital costs
- Operation and maintenance costs
- Land acquisition costs



# Ellesmere Road – Military Trail to Meadowvale Road

## Study Area:



Key considerations for the Ellesmere Road pinch point are:

- Minimal property acquisition required to achieve Official Plan right-of-way
- High forecasted traffic volumes in 2041
- Minimal natural heritage features and cultural heritage resources



What are your thoughts on these options? Tell us by filling out a comment sheet.

## Technically Preferred Option: Centre-median (6 Lanes)

Widen to add two dedicated transit lanes and maintain current number of general traffic lanes.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience
- Maintains existing traffic capacity
- Provides opportunities to improve existing active transportation network
- Local transit can serve stops from curb lanes between rapid transit stops

### Cons

- Requires all left-turns to occur at signalized intersections
- Limited potential impacts to a few cultural heritage resources



# Ellesmere Road – Military Trail to Meadowvale Road

## Transit Priority Measures

Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways

### Cons

- Least reliable transit service
- BRT shares curbside lane with general traffic and local transit, resulting in more delays and longer travel times
- No opportunities to improve existing active transportation network
- Very minimal cultural heritage resource impacts

## HOV (4 Lanes)

Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways
- No impacts to cultural heritage features

### Cons

- Less reliable transit service than options with dedicated bus lanes
- BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times
- No opportunities to improve existing active transportation network

## Curbside (4 Lanes)

Convert curbside general traffic lanes to dedicated transit lanes.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways
- Provides opportunities to improve existing active transportation network

### Cons

- Less reliable transit service than options with centre-median dedicated bus lanes
- Reduces capacity for general traffic and goods movement
- BRT shares curbside lane with local transit, resulting in delays and longer travel times

## Centre-median (4 Lanes)

Convert general traffic lanes in the centre of the road to dedicated transit lanes.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience
- Provides opportunities to improve existing active transportation network

### Cons

- Reduces capacity for general traffic and goods movement
- Restricts left-turns to signalized intersections, requiring a change in travel patterns
- Minimal cultural heritage resource impacts



# Ellesmere Road – Meadowvale Road to Kingston Road

## Study Area:



Key considerations for the Ellesmere Road pinch point are:

- Minimal property acquisition required to achieve Official Plan right-of-way
- Traffic volumes in 2041 are similar to today
- Minimal natural heritage features and cultural heritage resources
- Option must match recommended option for Ellesmere Road between Military Trail and Meadowvale Road



What are your thoughts on these options? Tell us by filling out a comment sheet.

## Technically Preferred Option: Centre-median (4 Lanes)

Widen to add two dedicated transit lanes and maintain current number of general traffic lanes.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience
- Maintains existing traffic capacity
- Provides opportunities to improve existing active transportation network
- Local transit can serve stops from curb lanes between rapid transit stops

### Cons

- Requires all left-turns to occur at signalized intersections, requiring a change in travel patterns

## Transit Priority Measures

Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways

### Cons

- Least reliable transit service
- BRT shares curbside lane with local transit, resulting in delays and longer travel times
- No opportunities to improve existing active transportation network

## Curbside (4 Lanes)

Widen to add two dedicated curbside transit lanes and maintain current number of general traffic lanes.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways
- Provides opportunities to improve existing active transportation network

### Cons

- Less reliable transit service due to right-turning vehicles
- BRT shares curbside lane with local transit, resulting in delays and longer travel times





# Pickering Village – Elizabeth Street to Rotherglen Road

## Study Area:



Key considerations for the Pickering Village pinch point are:

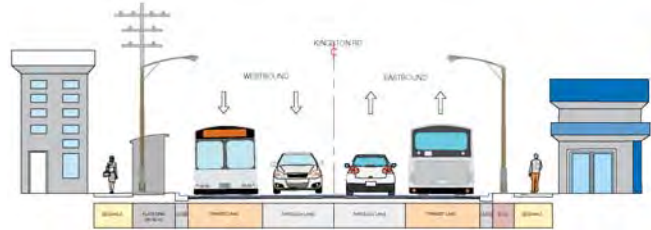
- High forecasted eastbound traffic volumes in 2041
- Numerous cultural heritage resources
- Future development and transportation network upgrades
- Buildings located close to the property line



What are your thoughts on these options? Tell us by filling out a comment sheet.

## Technically Preferred Option: Curbside (4 Lanes)

Convert curbside general traffic lanes to dedicated transit lanes.



Cross-sections are conceptual

### Pros

- Provides priority for transit, improving speed, reliability, comfort and convenience
- Minimizes potential impacts to cultural heritage resources
- Supports future development and future transportation network upgrades

### Cons

- Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic
- BRT shares curbside lane with local transit, resulting in delays and longer travel times



# Pickering Village – Elizabeth Street to Rotherglen Road

## Transit Priority Measures

Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways

### Cons

- Least reliable transit service
- Minimal cultural heritage resource impacts
- BRT shares curbside lane with general traffic and local transit, resulting in delays and longer travel times

## HOV (4 Lanes)

Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants.



Cross-sections are conceptual

### Pros

- Maintains existing left-turn access to driveways
- No impacts to cultural heritage features or property

### Cons

- Less reliable transit service than options with dedicated bus lanes
- BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times
- Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic

## Centre-median (4 Lanes)

Convert general traffic lanes in the centre of the road to dedicated transit lanes.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience

### Cons

- Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic
- More cultural heritage resource and property impacts than curbside option
- Restricts left-turns to signalized intersections, requiring a change in travel patterns

## Centre-median (6 Lanes)

Widen to add two dedicated transit lanes and maintain current number of general traffic lanes.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience
- Maintains capacity for general traffic and goods movement

### Cons

- Significant impacts to cultural heritage resources and properties
- Restricts left-turns to signalized intersections, requiring a change in travel patterns



# Downtown Whitby – Frances Street to Garden Street

## Study Area:



Key considerations for the Downtown Whitby pinch point are:

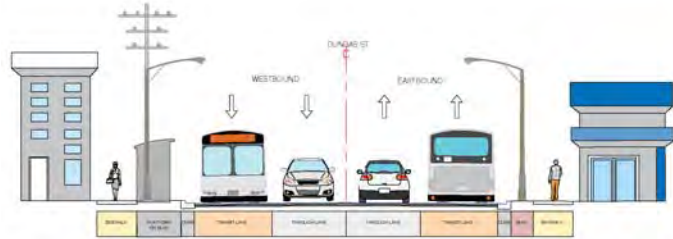
- Narrow right-of-way with buildings located close to the property line
- Some cultural heritage resources
- On-street parking will need to be removed or relocated



What are your thoughts on these options? Tell us by filling out a comment sheet.

## Technically Preferred Option: Curbside (4 Lanes)

Convert curbside general traffic lanes to dedicated transit lanes.



### Pros

- Provides priority for transit, improving speed, reliability, comfort and convenience
- Avoids impacts to buildings
- Minimizes potential impacts to cultural heritage resources

### Cons

- On-street parking will need to be relocated to side streets or municipal parking facilities. Today on-street parking is restricted in peak hours in peak directions.
- BRT shares curbside lane with local transit, resulting in delays and longer travel times
- Reduces capacity for general traffic and goods movement



# Downtown Whitby – Frances Street to Garden Street

## Transit Priority Measures

Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections.



### Pros

- Maintains existing left-turn access to driveways
- May not affect on-street parking

### Cons

- Least reliable transit service
- Minimal cultural heritage resource impacts
- BRT shares curbside lane with general traffic and local transit, resulting in delays and longer travel times

## HOV (4 Lanes)

Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants.



### Pros

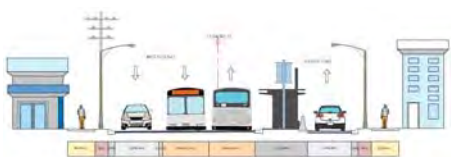
- Maintains existing left-turn access to driveways
- No impacts to cultural heritage resources

### Cons

- May affect on-street parking
- BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times

## Centre-median (4 Lanes)

Convert general traffic lanes in the centre of the road to dedicated transit lanes.



### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience

### Cons

- Requires on-street parking to be relocated
- Reduces capacity for general traffic and goods movement
- Restricts left-turns to signalized intersections, requiring a change in travel patterns
- Impacts to buildings and properties and cultural heritage resources



# Downtown Oshawa – Thornton Road to Simcoe Street

## Study Area:



Key factors in the Downtown Oshawa pinch point are:

- Narrow right-of-way with buildings located close to the property line
- Minimal natural heritage features
- Some cultural heritage resources
- On-street parking will need to be removed or relocated



What are your thoughts on these options? Tell us by filling out a comment sheet.

## Technically Preferred Option: Contraflow Lanes (Couplet)

Convert curbside general traffic lanes on King Street and Bond Street to dedicated transit lanes. Buses would run in the opposite direction of traffic.



Cross-sections are conceptual

### Pros

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience
- Avoids impacts to buildings and cultural heritage resources
- Increases compliance of general traffic to dedicated bus lane with BRT running opposite to general traffic

### Cons

- Two-way operation will require public education and changes in travel patterns
- Changes in local bus service may be required
- Requires relocation of on-street parking on the north side of King Street



# Downtown Oshawa – Thornton Road to Simcoe Street

## Curbside (Couplet)

Convert curbside general traffic lanes on King Street and Bond Street to dedicated transit lanes. Buses would run in the same direction as traffic.



Cross-sections are conceptual

### Pros

- Provides priority for transit, improving speed, reliability, comfort and convenience
- No change in local bus service required
- Avoids impacts to buildings and cultural heritage resources

### Cons

- Right-turn movements have the potential to reduce transit reliability
- Remove parking on the south side of King Street and north side of Bond Street
- BRT shares curbside lane with local transit resulting in delays and longer travel times.

## Hybrid (BRT on King Street)

Convert curbside general traffic lanes on King Street to dedicated transit lanes. One lane would operate as a contraflow lane.



Cross-sections are conceptual

### Pros

- Provides good priority for transit, improving speed, reliability, comfort and convenience, assuming no left-turns on King Street

### Cons

- Westbound buses would run contraflow to general traffic
- Right-turn movements have the potential to reduce transit reliability
- Two-way operation will require public education
- Left-turns may be restricted on King Street, requiring a change in travel patterns
- Requires removal of all parking and patio extensions on both sides of King Street between Queen Street and Simcoe Street





# East End of Corridor

There are a number of potential routes that could be used as a turnaround for buses in Downtown Oshawa. The three route options below correspond to the three pinch point options for Downtown Oshawa, presented on the previous board. These turnaround options will be further considered in consultation with Durham Region Transit. Layover space may be required in the downtown.



What are the benefits and drawbacks of these options? Tell us by filling out a comment sheet.

## Contraflow Option:



**1A** Via: Bond Street » Ontario Street » King Street

**1B** Via: Bond Street » Mary Street » King Street

## Curbside Option:



**2A** Via: King Street » Ontario Street » Bond Street

**2B** Via: King Street » Mary Street » Bond Street

## Hybrid Option:



**3A** Via: King Street » Ontario Street » Bond Street » Centre Street » King Street

**3B** Via: King Street » Mary Street » Bond Street » Centre Street » King Street

**3C** Via: King Street » Mary Street » Bond Street » Ontario Street » King Street



# Oshawa One-Way Streets

King Street and Bond Street currently operate as one-way streets. The City of Oshawa recently passed a motion directing city staff to study the feasibility of converting King Street and Bond Street to two-way operations, along with Centre, Simcoe, Albert and Celina streets.

The Bus Rapid Transit system can work with either one-way or two-way streets. The Bus Rapid Transit system elements which could be impacted include:

- Bus stop locations
- Intersection design
- Intersection operations

Metrolinx will work with Durham Region and the City of Oshawa, should the lanes be converted, to maintain Bus Rapid Transit service reliability through this section.

## Existing One-Way Configuration:



## The City is Considering Converting to Two-Way:





## Contraflow Lanes

A contraflow lane is a lane that moves vehicles in the opposite direction of the surrounding lanes.

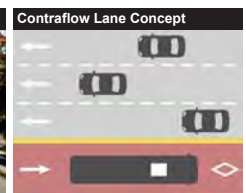
On King Street and Bond Street in Oshawa, the conversion of an existing traffic lane to a contraflow lane would mean that the streets would continue to operate as one-way streets for general traffic, but as a two-way street for buses.

Contraflow lanes exist in a number of cities across North America, including San Francisco, Boston, Indianapolis, Minneapolis and Seattle.

If contraflow lanes are the preferred option, the following measures will be considered to increase safety:

- Public education campaigns
- Special signage and pavement markings
- Red pavement for bus lanes
- Painted double yellow line separating general traffic from bus lanes
- Flexible bollards

To access properties between King Street and Bond Street, drivers would make a left-turn that would cross the dedicated bus lane.



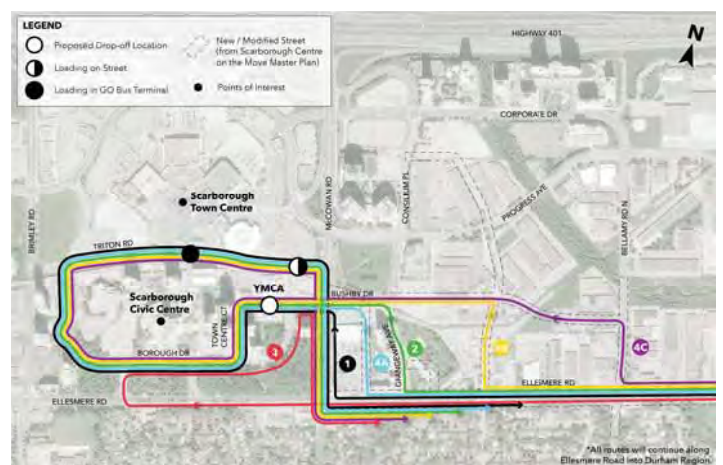
Sources: Google Maps and Google Images



## West End of Corridor

There are a number of potential routes to connect to Scarborough Centre. Some the proposed routes show connections on roads that do not currently exist, but are proposed in the Scarborough Centre Master Plan.

- 1 Via: Ellesmere Road » McCowan Road » Town Centre Court » Borough Drive » Triton Road » McCowan Road » Ellesmere Road
- 2 Via: Ellesmere Road » Grangeway Avenue » Bushby Drive » Town Centre Court » Borough Drive » Triton Road » McCowan Road » Ellesmere Road
- 3 Via: Ellesmere Road » West Borough Drive Access » Borough Drive » McCowan Road » Ellesmere Road
- 4A Via: Ellesmere Road » Stoneton North (new) » Bushby Drive » Town Centre Court » Borough Drive » Triton Road » McCowan Road » Ellesmere Road
- 4B Via: Ellesmere Road » Parkington North (new) » Bushby Drive (new section) » Town Centre Court » Borough Drive » Triton Road » McCowan Road » Ellesmere Road
- 4C Via: Ellesmere Road » Bellamy Road (new section) » Bushby Drive (new section) » Town Centre Court » Borough Drive » Triton Road » McCowan Road » Ellesmere Road



Note: All new/modified streets are conceptual and are subject to future study.



What are the benefits and drawbacks of these options? Tell us by filling out a comment sheet.





## Bus Rapid Transit Stops

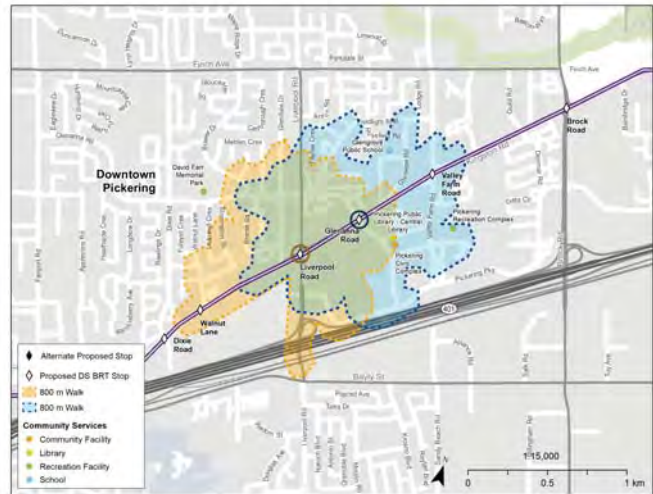
When selecting stop locations, access must be balanced with travel time. Each stop adds approximately 30 seconds to the transit system's total travel time.

People will generally walk up to 800 metres, or a 10 minute walk, to reach rapid transit.

**47** stop locations are proposed **760 m** average stop spacing

The stop locations were selected based on a review of the following elements within an 800 metre walk of the proposed stops:

- Existing transit connections and ridership
- Density
- Land use
- Proposed development
- Community services
- Major trip generators



Example of a 10 minute walk around two potential stops:  
Liverpool Road and Glenanna Road



## Proposed Stop Locations

We want to hear your thoughts on the proposed stop locations. To provide input, complete a comment sheet or visit our online interactive Bus Rapid Transit stop map. To access the map please visit [www.dsbrtmap.ca](http://www.dsbrtmap.ca) or scan the QR code below.



1. Open your smartphone camera
2. Hold it over the QR code
3. Open the link and view the stop map
4. Add your comments to the map

### By the Numbers:

**47** stop locations are proposed **760 m** average stop spacing



\*Stops proposed for the future.



## What is Preliminary Design?

We are working to advance the preliminary design. As part of this process, the following elements will be developed:

- Number and locations of stops
- Transitions between transit lane options
- Intersection layouts and lane configurations
- Location and type of sidewalks, bike lanes and streetscaping
- Bridge and structural design

The following roadway elements will be reviewed:

- Driveways and property impacts
- Traffic and parking operations and impacts
- Utility relocations, where needed
- Tree planting opportunities



Bike lane with parking



Cycle track with physical barrier



Street trees in planters



Street trees in grates



## Construction and Deliverability

- Construction is planned to occur in phases. Areas with existing congestion should be prioritized.
- The existing curbside lanes already in place through Pickering and Ajax have been constructed to minimize additional construction costs.
- Construction timing will depend on funding, property acquisition, permits and approvals.
- The corridor design will consider potential future conversion to Light Rail Transit.



Source: Durham Region Transit Twitter



## Providing Feedback

Thank you for attending. We appreciate your feedback. Please let us know your thoughts by:

- Completing a comment sheet and dropping it in a comment box.
- Talking to a project team member.
- Emailing or mailing your comment sheet to the project team, at [dsbtr@metrolinx.com](mailto:dsbtr@metrolinx.com) or the address listed below.
- Filling out the online survey on the project website.



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

David Hopper  
Consultant Project Manager  
Parsons  
(416) 352-8625

## Next Steps

- All information from today's meeting will be available on the project website.
- The project team will begin to determine impacts and mitigation measures.
- A Preliminary Design Business Case will be developed to refine the recommended option, clarify the scope and cost of the project, and request construction funding for the project
- The next round of public meetings are planned for spring 2020.

### Stay up-to-date by:

- Signing-up for the project mailing list: [dsbtr@metrolinx.com](mailto:dsbtr@metrolinx.com)
- Visiting the project website: [www.metrolinxengage.com/dsbtr](http://www.metrolinxengage.com/dsbtr)

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.

## Appendix G - Postcards


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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019


Front:


**METROLINX**

## Durham-Scarborough Bus Rapid Transit


### What is the project?


This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.


**36**  
Kilometres of Dedicated  
Transit Infrastructure

**9.5**  
Minutes Saved Per Rider


### Benefits

**Connecting** a vital corridor from Scarborough to Durham Region

Supporting **growth** along the corridor by providing higher transit capacity


Providing an alternative travel mode that will improve the **environment**


Back:

**METROLINX**

### We want to hear from you!

Whether you're a resident or frequent commuter within the corridor, we want to know what you think of the project and answer any questions you may have.

Sign up to receive email notices with new information and invitations to future events by emailing **[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)**

For additional project information please visit **[www.metrolinxengage.com/en/dsbrt](http://www.metrolinxengage.com/en/dsbrt)** or scan the code using your smartphone camera!



## Appendix H – Comment Sheets

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019

City of Toronto

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Thank you for attending the event – we appreciate your input. Please complete this comment sheet and drop it into the box provided, or submit it by mail or email by **December 4, 2019** to:

Kristin Demasi  
Project Manager, Metrolinx  
97 Front Street West  
Toronto, ON, M5J 1E6  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

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**1. There are five pinch points along the corridor. Please select the pinch point you would like to provide feedback on. To provide feedback on more than one pinch point, take another comment sheet.**

- ☒ Ellesmere Road from Military Trail to Meadowvale Road in Scarborough
- ☐ Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough
- ☒ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

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**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ **West end (Scarborough)**

☐ **East end (Oshawa)**

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

° East end

- especially during the winter → frequency slows down.

\* more buses = because students + workers both on transit.

- more frequent updates → scheduling.

PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☐ Yes

☐ No

NOTICE OF COLLECTION OF PERSONAL INFORMATION

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- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

I think the route between Hwy 2 and meadowvale Rd on Ellesmere does not serve the need. It will be better if the route change from Hwy 2 through Sheppard Ave to meadowvale and connect Ellesmere Rd. It serves more people and give easy access to Toronto Zoo from East and West.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

PLEASE PRINT

Name:

E-mail Address:

Telephone (optional):

Do you want to receive project updates by email?

☐ Yes

☒ No

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- ☐ Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough
- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☒ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

*'would be nice to have the east end of the bus loop located more northward or eastward'*

*Also appreciate it if there were fewer stops*

*'Like if the bus went into the bus circle, or closer to the SL building.'*

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

East end, more northward stop

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

No.

5. We are committed to keeping you informed. What additional information would be helpful?

Time taken for travel from one end to other

**6. General Comments**

PLEASE PRINT

Name:

[REDACTED]

E-mail Address:

[REDACTED]

Telephone (optional):

Do you want to receive project updates by email?

☒ Yes

☐ No

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# Public Information Centre #2

## Comment Sheet

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Project Manager, Metrolinx  
97 Front Street West  
Toronto, ON, M5J 1E6  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

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- ☐ **Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough**
- ☐ **Pickering Village in Ajax**
- ☐ **Downtown Whitby**
- ☐ **Downtown Oshawa**

**What are your thoughts on the technically preferred option?**

- The transit must be placed in a way to decrease the likelihood of accidents and increase road safety

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☒ **West end (Scarborough)**

☐ **East end (Oshawa)**

- Pros:

- Easier public transit

- More accessible for commuters

- Faster public transit

Cons:

- More lanes = potential for more collisions

- Less versatility for cars

3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

None

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

- Ensure people who drive are considered, as <sup>well</sup> as their safety.
- Make sure bus lanes are properly marked off.

5. We are committed to keeping you informed. What additional information would be helpful?

- Which pinpoints are progressing and other ones
- How the city would fund all these buses and routes

6. General Comments

Personally, as a driver, I believe that this plan is slightly in favour of public transit, and does not take cars into consideration. I feel that cars should be looked at equally & their lanes be respected.

PLEASE PRINT

Name: [REDACTED]

E-mail Address: [REDACTED]

Telephone (optional): [REDACTED]

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

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**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ **West end (Scarborough)**

☐ **East end (Oshawa)**

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

→ Extra branch down Kingston to Lawrence +  
Morningside

→ Has this been studied since the IBC?

→ Any details about the operating of the service.

→ Is this considered in this project?  
currently

PLEASE PRINT

Name: [REDACTED]

E-mail Address: [REDACTED]

Telephone (optional):

Do you want to receive project updates by email?



Yes



No

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- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

*This would connect the city better*

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ **West end (Scarborough)**

☐ **East end (Oshawa)**

3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

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4. Do you have any other comments on the proposed Bus Rapid Transit stops?

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5. We are committed to keeping you informed. What additional information would be helpful?

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6. General Comments

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PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☐ Yes

☐ No

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- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

I think the option with ~~one~~ the bus platform in the center will work - I think it will be very important to have a pedestrian walkway to get across the first bus lane to ~~maintain~~ maintain pedestrian safety.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

\_\_\_\_\_

\_\_\_\_\_

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

I think the center-running bus lanes are a great idea - especially as I have noticed that drivers become frustrated with buses in curbside lanes. I think the buses would interfere with traffic less in the center

5. We are committed to keeping you informed. What additional information would be helpful?

\_\_\_\_\_

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\_\_\_\_\_

6. General Comments

\_\_\_\_\_

\_\_\_\_\_

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PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☒ Yes

☐ No

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**What are your thoughts on the technically preferred option?**

Despite being mostly residential single-family homes, having a BRT along Ellesmere would get more people off cars and onto reliable, frequent, fast transit. There are also many students within the area who don't want to walk all the way to school due to infrequent busses that currently serve the area. So having a BRT would do the residents, schools & businesses in the area justice in terms of transit.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

**○ West end (Scarborough)**

The STC turnaround would be good since it is already an established transit hub for the residents of Scarborough. Although Extension to ~~Ken~~ Kennedy and Ellesmere would also be a good option to keep in mind

**○ East end (Oshawa)**

Downtown Oshawa has huge ridership potential from businesses and high number of residents visiting the businesses or live there.

3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

I believe adding a couple stops toward  
Kennedy & Elmhurst would be beneficial

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

n/a stops are well planned

5. We are committed to keeping you informed. What additional information would be helpful?

n/a very good presentation

6. General Comments

n/a

PLEASE PRINT

Name:

[REDACTED]

Do you want to receive project  
updates by email?

E-mail Address:

[REDACTED]

☒ Yes

☐ No

Telephone (optional):

[REDACTED]

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## Durham Region

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Kristin Demasi  
Project Manager, Metrolinx  
97 Front Street West  
Toronto, ON, M5J 1E6  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

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- ☐ Ellesmere Road from Military Trail to Meadowvale Road in Scarborough
- ☐ Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough
- ☒ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

What are your thoughts on the technically preferred option?

*I am not in favour of this option (2 bus lanes, 2 car lanes). This will create extreme back-up of vehicular traffic at certain times (eastbound commuters in evening, Saturdays & Sundays & mornings westbound). Also public safety issue in the event of evacuation/accidents.*

*Suggestions:*

*1. Create a 5th lane which can be alternated direction based on time of day; 2. Build all lanes to be controlled by signage as needed (either bus or car, and either direction) this gives you maximum flexibility with the lanes;*

2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?

☐ West end (Scarborough)

☐ East end (Oshawa)

*3. Consider diverting the bus up Westney, along Rossland and back down Brock Road, to circumnavigate the pinch point.*



3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

*I would be pleased to discuss the suggestions further at your convenience!*

PLEASE PRINT

Name:

E-mail Address:

Telephone (optional):

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Downtown Whitby
- ☐ Downtown Oshawa

What are your thoughts on the technically preferred option?

Car traffic will be very slow & back-up even more with 1 lane. Problems if traffic rerouted from 401 / Rossland when accidents / lane closure. Back streets will become more congested & dangerous as traffic already cuts through at moment - more danger around schools in the area. Church St is already too narrow to support traffic flow. Public transit on Highway 2 does not go to GO station before Church St, also no GO bus service to Pickering GO station.

2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

Why are stops so close to intersections - blocks vision

5. We are committed to keeping you informed. What additional information would be helpful?

Take notice of what we are saying. You are all transit representatives so your priority is not the car driver. Some people cannot take a bus due to their working hours / buses are not frequent outside peak times

6. General Comments

Bus lanes could also be HOV at peak times

Keep 2 lanes as now & buses can move into dedicated lanes already made when past pinch points.

People turning right will have to get into bus lanes, as now <sup>those not turning</sup> will use them to get in front of other traffic as they do now - police rarely around to ensure used correctly.

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

- NOT GOOD TOO TRANSIT FOCUSED  
- I SHARED LANE WESTBOUND  
COMBINED WITH 3 LANES EAST  
ONE BEING DEDICATED TRANSIT  
SEEMS TO BE A VERY REASONABLE  
COMPROMISE

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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4. Do you have any other comments on the proposed Bus Rapid Transit stops?

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5. We are committed to keeping you informed. What additional information would be helpful?

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**6. General Comments**

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PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☒ Yes

☐ No

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**What are your thoughts on the technically preferred option?**

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**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

Would like to <sup>see</sup> detailed plans showing relationship of sidewalks, bike lanes, vehicle lanes and ~~the~~ transit. Purpose to ensure adequate infrastructure has been included for the safety of active transportation users.

6. General Comments

Pleased to see inclusion of segregated bike lanes. Careful attention required where bike lanes end, eg, Pickering Village and cyclist have to merge with vehicular traffic.

PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☒ Yes

☐ No

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**What are your thoughts on the technically preferred option?**

The traffic in rush hour at the moment is gridlock + that is with 2 lanes each way for cars. Instead of 2 designated bus lanes could you please consider ~~then~~ that one lane will switch directions for cars based on morning or afternoon rush hour. And then have the designated bus lane going west in the morning + east in the afternoon rush hour. The same way Toronto does it on CHURCH ST. They switch one lane with an overhead light - red or green.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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**3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?**

**4. Do you have any other comments on the proposed Bus Rapid Transit stops?**

**5. We are committed to keeping you informed. What additional information would be helpful?**

**6. General Comments**

PLEASE PRINT

Name

E-mail Address:

Telephone (optional):

Do you want to receive project updates by email?

☒ Yes

☐ No

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# Public Information Centre #2

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- ☒ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

- \* ALL EFFORTS SHOULD BE MADE TO NOT INTERFERE WITH THE UNIQUE HISTORIC CHARACTER OF THIS VILLAGE.
- \* PEDESTRIAN "STREET TRAFFIC" SHOULD BE ENCOURAGED – NOT MADE MORE DIFFICULT — THIS IS A HERITAGE SITE AND AJAX IS TRYING TO PROMOTE IT AS SUCH

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

KEEP Stop at Valley Farm Road where many seniors live - VERY GOOD ID

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

EXCELLENT IDEA TO GO ALONG ELLESMERE +  
LINK WITH SCARBOROUGH LRT

PLEASE PRINT

Name: [REDACTED]

E-mail Address: [REDACTED]

Telephone (optional): [REDACTED]

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

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**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☒ **West end (Scarborough)**

☐ **East end (Oshawa)**

- WILL GO BUS SERVICE

ALONG HWY 2 BE IMPACTED

IN ANY WAY BY THE ULTIMATE

ENHANCED ~~BUS~~ BUS SERVICE?

- WILL GO BUS SERVICE BE ~~MAINTAINED~~

MAINTAINED ALONG HWY 2 WITH ALL

EXISTING GO BUS STOPS?

- WILL GO BUS SERVICE TO SCARBOROUGH TOWN CENTRE

BE MAINTAINED?

More on reverse

**3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?**

**4. Do you have any other comments on the proposed Bus Rapid Transit stops?**

**5. We are committed to keeping you informed. What additional information would be helpful?**

**6. General Comments**

PLEASE PRINT

Name:

E-mail Address:

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

WE ARE CONCERNED ABOUT THE LOSS OF  
PORTIONS OF OUR PROPERTY AT 6534  
KINGSTON ROAD, AT THE CORNER OF KINGSTON  
ROAD AND ELLESMERE.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

IT SEEMS THAT THERE IS DUPLICATION BETWEEN  
TTC AND DSBRT ALONG KENNEDY.

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

TIMEFRAMES FOR APPROVAL OF FUNDING  
FOR THE PROJECT.

6. General Comments

PLEASE PRINT

Name: [REDACTED]

E-mail Address: [REDACTED]

Telephone (optional): [REDACTED]

Do you want to receive project updates by email?

☒ Yes

☐ No

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- ☐ Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough
- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

What are your thoughts on the technically preferred option?

#2 & Denmar. (near Brack)

Why no stop here - vision impaired  
person will need to walk too far.

2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?

☐ West end (Scarborough)

☐ East end (Oshawa)

**3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?**

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**4. Do you have any other comments on the proposed Bus Rapid Transit stops?**

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**5. We are committed to keeping you informed. What additional information would be helpful?**

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**6. General Comments**

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PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☐ Yes

☐ No

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- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

Bike lanes are a complete waste of money. The resources should be used for larger lanes of vehicular traffic. With the expansion north and corridor being built south, the traffic in the area is already unmanageable.

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

6. General Comments

I don't expect anyone to take my advice, after all, I'm not a government official, but I truly believe whoever comes up with these ideas is an idiot.

PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☐ Yes

☐ No

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**What are your thoughts on the technically preferred option?**

→ ADD CYCLE TRAIL VS ON ROAD CYCLE LANE (LIKE YORK/MARKHAM VS AJAX @ COSTOE).

→ CONSIDER WHEN BUILDING "NEW" BRIDGES AHEAD AT ROUTES TO USE GREEN BELTS AS MUP'S - SOME PICKERING VILLAGES (AT ELIZABETH ST).

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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✓ Don't forget 1<sup>st</sup> Mile / Last Mile Connections To Cycling Routes.

4. Do you have any other comments on the proposed Bus Rapid Transit stops?

5. We are committed to keeping you informed. What additional information would be helpful?

- What interaction with: Oshawa, Wharby, Andy, Pickering  
AT / Cycling Routes?

6. General Comments

PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?



Yes



No

**NOTICE OF COLLECTION OF PERSONAL INFORMATION**

The personal information collected on this form is collected under the authority of the Municipal Act, 2001, S.O. 2001, c. 25. Questions about this collection should be addressed to the Project Manager, Kristin Demasi at Kristin.Demasi@Metrolinx.com or Tel: (416) 202-3723.

Thank you for attending the event – we appreciate your input. Please complete this comment sheet and drop it into the box provided, or submit it by mail or email by **December 4, 2019** to:

Kristin Demasi  
Project Manager, Metrolinx  
97 Front Street West  
Toronto, ON, M5J 1E6  
[dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)

Today's material is available on the project website at  
[www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)

**1. There are five pinch points along the corridor. Please select the pinch point you would like to provide feedback on. To provide feedback on more than one pinch point, take another comment sheet.**

- ☐ Ellesmere Road from Military Trail to Meadowvale Road in Scarborough
- ☐ Ellesmere Road from Meadowvale Road to Kingston Road in Scarborough
- ☐ Pickering Village in Ajax
- ☐ Downtown Whitby
- ☐ Downtown Oshawa

**What are your thoughts on the technically preferred option?**

- Downtown Whitby: need a one-way through-fare  
through the downtown to allow efficient flow  
of traffic.  
- Consider LRT now!

**2. A number of options were presented for the east and west corridor ends. What are the advantages and disadvantages of the turnaround options?**

☐ West end (Scarborough)

☐ East end (Oshawa)

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3. A total of 47 Bus Rapid Transit stops are proposed over the 36 km route. If you could add or remove a Bus Rapid Transit stop along the corridor, where would it be?

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4. Do you have any other comments on the proposed Bus Rapid Transit stops?

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5. We are committed to keeping you informed. What additional information would be helpful?

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6. General Comments

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PLEASE PRINT

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Do you want to receive project updates by email?

☐ Yes

☐ No

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## Appendix I – Survey Responses

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019

# Durham-Scarborough Bus Rapid Transit Pinch Points

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## Pinch Point #1: Ellesmere Road from Military Trail to Meadowvale Road in Scarborough

### Pinch Point#1: Intro

Study Area:Key considerations for the Ellesmere Road pinch point are:Minimal property acquisition required to achieve Official Plan right-of-wayHigh forecasted traffic volumes in 2041 Minimal natural heritage features and cultural heritage resources

### Pinch Point#2: Technically Preferred option

Technically Preferred Option: Centre-median (6 Lanes)Widen to add two dedicated transit lanes and maintain the current number of general traffic lanes.Cross-sections are conceptualProsProvides the highest priority for transit, improving speed, reliability, comfort and convenienceMaintains existing traffic capacityProvides opportunities to improve existing active transportation networkLocal transit can serve stops from curb lanes between rapid transit stopsConsRequires all left-turns to occur at signalized intersectionsLimited potential impacts to a few cultural heritage resources

### What are your thoughts on the technically preferred option?

The technically preferred option would bring a breathe of life and investment to this part of the project. I personally think that this project would further increase transit use in an area where cars are predominantly used. Adding rapid transit to such an area would entice new users and would reduce current and future traffic in this and surrounding roads.

The routing of the BRT from kingston road to military trail, should run along Highway 2A up until military trial and curve north to UTSC. This would allow for accelerated travel between this largely detached residential area and better serve the highland creek community at stop at military trail and highway 2A. The current route closes this off completely and provide poor connection to the centennial community.

its a great idea. As long as the BRT lanes and the same amount of traffic lanes are kept. This makes everyone's travel more convenient.

makes sense

I support it.

Great

I think this choice would be divisive to the area and destructive to the neighbourhood. It would split the residential neighbourhood into two separate entities. It would also impede local left turns on or off Ellesmere. Most traffic from Durham uses 401 or Kingston 2A and the remaining traffic, which is mostly local, would find this option to be impeding traffic rather than an improvement, because of the left turn restrictions.

Makes sense to me. I see no immediate issue.

Good plan overall, especially if buses get some sort of signal priority at intersections. It would be ideal however, if bike lanes have some sort of protection from vehicular traffic, either barriers or raised lanes.

I am totally against this routing. — you should not be using ELLESMERE at all — go

Up to SHEPPARD. Wider road and no housing.

This option (centre median 6 lanes) is unnecessary and causes too much disruption in the neighbourhood. We should use the existing two outer lanes as dedicated bus lanes during rush hour. One centre lane should be added for left or right turn onto side streets. I live in the area and noticed that throughout the day, the bus ridership especially the Durham bus is sparse. In fact, the DART bus often speeds through this stretch as there were no passengers getting on or off on this route for which I made numerous complaints to the DART office with no obvious results. Your office should provide realistic current ridership statistics prior to making any projections from thin air.

Too many lanes for the amount of traffic and too much noise pollution.

The 6 lane option is necessary to improve the rush hour flow of traffic. There are relatively few driveways on the south side of Ellesmere along this section. When there is a problem on the 401 during morning or evening rush hour traffic diverts to Ellesmere and without the extra lanes a problem on the 401 would delay both transit and in car commuters. If you drive east along Ellesmere during the evening rush hour vehicles turning left into the driveways on the north side create havoc. Preventing this would improve the traffic flow every weekday evening rush hour.

Horrible idea. Completely destroys the residential nature of our community and lowers property values. Did anyone consider the fact that these plans adversely affect people and a community? I would strongly suggest re-routing the entire thing down Military Trail, through Highland Creek Village and onto Old Kingston Rd/#2. The Pulse buses carry very few people and are a real eyesore for those of us who purchases homes years ago and had no idea that our 'residential community' would become a transit thoroughfare. There will be push-back.

Widening is expensive, and doesn't discourage people from using their car.

Bike lanes needed to be protected bikes lanes, or NO one will use them. With advanced support at the Intersections - see OTM Book 18.

This option runs right through a quiet residential neighborhood. Currently there is no traffic congestion. If the end goal is to arrive at Scarborough Town Center then why not go along Kingston Rd. from Port Union to Morningside, then north to Ellesmere then East on Ellesmere to McCowan. That way etthere is no disruption to the residential area between Military Trail and Meadowvale. In addition the TTC has a number of busses which service The University of Toronto Scarborough already. There does not appear to be any good reason to widen Ellesmere at this Pinch Point!

I think this is a good idea, though a protected/separated bike lane would be awesome

## Pinch Point#1: Alternative Option #1

Transit Priority Measures Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections. Cross-sections are conceptual Pros Maintains existing left-turn access to driveways Cons Least reliable transit service BRT shares curbside lane with general traffic and local transit, resulting in more delays and longer travel times No opportunities to improve existing active transportation network Very minimal cultural heritage resource impacts

What are your thoughts on this option?

This would simply not fit the basis of the whole project which is creating a rapid transit connection in an integral part of Scarborough, Pickering, Ajax, Whitby and Oshawa.

Despite, local residents concern, please do also think about the silent majority and the people that are unable to respond to this wonderful project. The BRT would absolutely help the people living in this corridor.

Again, unless if you are going to rezone single family lots on ellesmere then this image is deceptive. Unfeasible due to the number of private garage entrances.

this makes no improvement but building fancy bus shelters.

insufficient separation

I am against it.

fantastic

Good

Awful. this would make sense to do en masse, throughout the region, to improve bus service in general. But this is \*\*\*NOT\*\*\* BRT, and wouldn't create the same benefits BRT would. Please avoid. Please.

This is far from an ideal solution and does very little to improve transit. Buses already operate in mixed traffic and this would not do much to improve transit reliability. Also, bike lanes should be considered. This is a poor idea overall.

More cons than pros. Definitely a NO

If the two outer lanes are dedicated bus lanes during rush hours, delays and longer travel times will not be an issue. Based on what data do you conclude that this option is "least reliable transit service"?

Again, the focus is on transit and not on community!

"Least reliable transit service" - says it all, really.

Bike lanes disappear??? "No opportunities to improve existing active transportation network" unacceptable.

I dislike this plan, Bus Speeds would be reduced a lot, and cyclists would not have a lane anymore.

Pinch Point#1: Alternative Option #2

HOV (4 Lanes) Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants. Cross-sections are conceptual Pros Maintains existing left-turn access to driveways No impacts to cultural heritage features Cons Less reliable transit service than options with dedicated bus lanes BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times No opportunities to improve existing active transportation network

What are your thoughts on this option?

|  |
|--|
| Same as my previous opinion. Maintaining left-turn access will be important for some but with the purpose of rapid transit for the majority that does and will use this, the technically preferred option would be much preferable than this option.   |
| Same comment as before   |
| you cant improve one's commute, by making someone else's longer. True BRT is separated from traffic.   |
| sdc  |
| challenging to enforce, unreliable   |
| I am against it.   |
| very good  |
| This is probably the best option because it would keep the neighbourhood together without a huge road barrier. It also maintains left turns and would be much more inexpensive to build. It also promotes the use of green vehicles.   |
| same critiques as before. Not a big improvement whatsoever. Pretty please can this.  |
| This should only be considered if the dedicated transit lanes and widening are not an option. It is better than just being in mixed traffic and should be chosen over that, but still isn't as transit-oriented as the dedicated bus lane option. As well, this option doesn't appear to include bike lanes which would be a welcome addition. |
| Definitely a NO more cons than Pros.   |
| Make the two outer lanes as dedicated bus lanes during rush hours instead of HOV.  |
| Horrible idea. Again, the focus is on transit and not on community!  |
| HOV lanes means cars with 2 people will block buses with 42 people.  |
| "No opportunities to improve existing active transportation network" poor  |
| I dislike this plan, busses still share a lane with other vehicles, and cyclists don't have a dedicated lane for safer + easier travel   |

Pinch Point#1: Alternative Option #3

Curbside (4 Lanes) Convert curbside general traffic lanes to dedicated transit lanes. Cross-sections are conceptual Pros Maintains existing left-turn access to driveways Provides opportunities to improve existing active transportation network Cons Less reliable transit service than options with centre-median dedicated bus lanes Reduces capacity for general traffic and goods movement BRT shares curbside lane with local transit, resulting in delays and longer travel time

What are your thoughts on this option?

|  |
|--|
| Same comment as before   |
| limited utility  |
| I am against it.   |
| great  |
| This is also a good option because it does not have a huge wide barrier dividing the neighbourhood.  |
| Not a bad proposal, but inferior to the centre-lane one. Speed would be severely compromised.  |
| This would be a close second to the centre median option as it still ensures dedicated transit lanes and bike lanes (which should be physically separated or raised). While this does reduce lanes for general traffic, it could also demonstrate the efficiency of BRT and encourage more ridership. While BRT buses would be mixed with local buses, reliability would be impacted far less than running in mixed traffic. |
| Go up to<br>SHEPHERD NOT ELLESMERE   |
| One of the better options.   |
| This would be the best option. Most neighborhood friendly.   |
| Again, the focus is on transit and not on community!   |
| This is cheap, easy to implement, good for transit, and good for active transportation. (Also, say "walking and cycling" rather than "active transportation"). Defaintely the best option.   |
| I dislike this plan, Buses have a dedicated lane for most of its route, but when at bus stops, they block the bike lanes. Also cyclists won't feel as safe with buses running next to them like that.  |

Pinch Point#1: Alternative Option #4

Centre-median (4 Lanes) Convert general traffic lanes in the centre of the road to dedicated transit lanes. Cross-sections are conceptual Pros Provides the highest priority for transit, improving speed, reliability, comfort and convenience Provides opportunities to improve existing active transportation network Cons Reduces capacity for general traffic and goods



movementRestricts left-turns to signalized intersections, requiring a change in travel patternsMinimal cultural heritage resource impact

### What are your thoughts on this option?

This and the technical preferred option would be the only two main choices as they would actively provide a true meaning to this project as bus RAPID transit.

This image is deceptive, as ellesmere is a street many single family detached garage entrances. Unless this area is rezoned the options presented here are unfeasible

if coupled with pedestrian-focused redevelopment and wider pedestrian realm, this could be good option.

I support it.

great

This option would take too much of the ability of Ellesmere to handle increased traffic.

I actually like this one even better than the technically-preferred one (I found the street to be too wide to ever become pedestrian-friendly).  
I worry that we'll see lots of suburban streets turn out like Highway 7 post-VIVA, which is just jaw-droppingly wide -- even where it shouldn't be, like the Vaughan metropolitan centre (which is \*supposed\* to be a walkable, transit-oriented urban hub). It looks like a highway! How walkable can a place really be when a road like that cuts straight through it? I much prefer this option because it avoids undermining walkability as much.

Another viable option, nearly equal to the first centre-lane option. While other vehicular traffic space is reduced, more people may consider the BRT if it proves reliable.

Definitely a strong NO

Do the current ridership statistics warrant the need for improvement? My observation throughout my frequent travel on transit is that low ridership is apparent through this stretch.

Horrible idea. Again, the focus is on transit and not on community!

Requires extra space in the middle - more expensive than converting curbside lanes without any obvious extra benefit.

"Provides opportunities to improve existing active transportation network" - separated and protected cycling lanes?

I like this plan, buses have a mostly non-stop travel path and cyclists have a dedicated lane without buses cutting into the lane for stops.

We are committed to keeping you informed. What additional information would be helpful?

It is really important to always keep in mind that this is a rapid transit project. There are many that would be concern about frequency of busses and configuration of roads and that is

understand.

Despite this, please do understand that there are many transit users and future potential user that would greatly benefit from this project. There are also tons of people that these consultations would simply not reach. Many of them would benefit as well.

Oppotunities to participate in consultations regarding routing. The current routing options is not supported in the community and may pose risk when brought to the attention of the wider community.

great job for the people of Pickering Ajax Whitby

That you have scrapped this whole project and moved it up to SHEPARD—we HERITAGE COMMUNITY HERE.

Please provide environmental assessment results, ridership statistics and the impact on the residential properties on Ellesmere.

This is well laid out and has provided the information I needed.

Show everyone how a continuous and connected (Plus safe) cycling routes will be created between Toronto through Oshawa. So far we can not see it.

## Do you have any other general comments?

The current drt 900 pulse bus that goes to UTSC is not allowed to pick up any person westbound from Sheppard/Port Union onwards to UTSC.

This bus route is also not allowed to drop off people to stops eastbound from UTSC that are in the Toronto's boundary.

For example, a user that lives in Sheppard and Kingston would have to use the TTC 85A and 116C just to get UTSC. This is unnecessary and troublesome when there is a bus at that intersection that goes directly to UTSC.

Same idea from a person going to school at UTSC and living in the Port Union area. They would need to take about 2 busses just to go home instead of just taking one.

I think this is unacceptable and should be changed to allow Toronto residents to be able to use drt transit within their borders.

Please conside rerouting Durham Pulse route from ellesmere to highway highway 2A and directed north to UTSC through military trail. Highland creek town centre is completely neglected in the current route. This area currently has the highest potential redevelopment opportunities within the community and without better transit access will limit its growth.

No

Please understand that the "preferred option" would be devastating to this residential neighbourhood. If this is the choice made then I would move out of this neighbourhood.

There have already been many attempts throughout the region to use mixed-traffic express bussing and frankly, such half-assed approaches do very little to improve transit reliability. We really need true dedicated transit lanes and infrastructure than allow for a reliable and frequent BRT service. The VIVA Ropidway lanes in York Region (very similar to the centre-median options proposed here) have proven to be a solid method of implementing BRT and, short of a dedicated bus roadway like the Mississauga Transit of, are the ideal method of a well-implemented BRT system.

Us transit users appreciate the significant investments into public transport across the GTHA. It is important to remember that significant investment now can bring significantly more ridership in the future.

Ellesmere is in the middle of a housing community. No one has looked at this carefully not to mention our HERITAGE COMMUNITY— is no o e listening at CITY HALL OR METRO LINX?

The six lane option is the only one with enough benefit.

After public engagement is done, please explicitly state what changes were made a result of public feedback. This will demonstrate that public input actually matters.

## Pinch Point #2: Ellesmere Road from Meadowvale Road to Kingston Road

### Pinch Point #2: intro

Study Area: Key considerations for the Ellesmere Road pinch point are: Minimal property acquisition required to achieve Official Plan right-of-way Traffic volumes in 2041 are similar to today Minimal natural heritage features and cultural heritage resources Option must match recommended option for Ellesmere Road between Military Trail and Meadowvale Road

### Pinch Point#2: Technically Preferred option

Technically Preferred Option: Centre-median (4 Lanes) Widen to add two dedicated transit lanes and maintain current number of general traffic lanes. Cross-sections are conceptual Pros Provides the highest priority for transit, improving speed, reliability, comfort and convenience Maintains existing traffic capacity Provides opportunities to improve existing active transportation network Local transit can serve stops from curb lanes between rapid transit stops Cons Requires all left-turns to occur at signalized intersections, requiring a change in travel patterns

### Pinch Point #2: What are your thoughts on the technically preferred option?

Too much congestion for a residential area. There are over 60 single family residential driveways on this stretch of Ellesmere

perfect!

This is my preferred option. It's good, but sidewalks should be widened and the streetscape (paving, lighting) should be improved. This can be done by moving some buildings further from the road (this was done with the Viva BRT projects). Also, the cycle lanes should be wider and definitely include a barrier from cars (to attract the average, cautious cyclist). Finally, the left-turns on the Viva BRT slow the bus' speed a lot. Please avoid this here, if there is a bus at the intersection, it should go first (green light) before any left-turns for cars.

The 6 lane option is necessary to improve the rush hour flow of traffic. When there is a problem on the 401 during morning or evening rush hour traffic diverts to Ellesmere and without the extra lanes a problem on the 401 would delay both transit and in car commuters.

Platforms in middle leave passengers exposed to traffic, fumes and spray. The "comfort" is terrible. Plus, they have to wait to cross to/from the platform.

Local transit will use separate infrastructure, creating inefficient duplication.

### Pinch Point#2: Alternative Option #1

Transit Priority Measures Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections. Cross-sections are conceptual Pros Maintains existing left-turn access to driveways Cons Least reliable transit service BRT shares curbside lane with local transit, resulting in delays and longer travel times No opportunities to improve existing active transportation network

### What are your thoughts on this option?

This is a better option, but why not stay on Kingston Road until Military Trail?

no. barely different from the status quo.

Nope, highly inefficient.

"Least reliable transit service". I'm glad a better option is preferred.

## Pinch Point#2: Alternative Option #2

Curbside (4 Lanes)Widen to add two dedicated curbside transit lanes and maintain current number of general traffic lanes. Cross-sections are conceptualProsMaintains existing left-turn access to drivewaysProvides opportunities to improve existing active transportation networkConsLess reliable transit service due to right-turning vehicles BRT shares curbside lane with local transit, resulting in delays and longer travel times

## What are your thoughts on this option?

I like the idea of putting in bike lanes.

Though better than before, not enough improvement. Speed would be compromised by slower local buses.

Not good enough. Please don't choose a "balanced approach", the project should prioritize transit. Also, this might result in conflicts between boarding bus passengers and cyclists.

Widening costs lots of money. There are better ways to deliver the same benefits for transit.

## We are committed to keeping you informed. What additional information would be helpful?

We would like to be kept informed of the decisions made affecting this area as they are made.

A detailed design would be great.

This is fine.

## Do you have any other general comments?

We understand that things change, but we would hate to lose the residential feeling of this neighbourhood. Please feel free to contact me at [jmurche@sympatico.ca](mailto:jmurche@sympatico.ca)

Please don't use a "balanced approach". Prioritizing transit would be the best use of tax dollars, since it would reduce congestion in the long-term by taking people out of their cars, and would be the best option for speed. Finally, I would appreciate it if you could use this project as an opportunity to improve the streetscape (aesthetics), to beautify the street and attract pedestrians & development. Thanks!

The six lane option is the only way to go.

Fare integration: just make it happen.



## Pinch Point #3: Pickering Village in Ajax from Elizabeth Street to Rotherglen Road

### Pinch Point#3: intro

Study Area:Key considerations for the Pickering Village pinch point are:High forecasted eastbound traffic volumes in 2041 Numerous cultural heritage resourcesFuture development and transportation network upgradesBuildings located close to the property line

### Pinch Point#3: Technically Preferred option

Technically Preferred Option: Curbside (4 Lanes)Cross-sections are conceptualProsProvides priority for transit, improving speed, reliability, comfort and convenience Minimizes potential impacts to cultural heritage resourcesSupports future development and future transportation network upgradesConsReduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic BRT shares curbside lane with local transit, resulting in delays and longer travel times

### What are your thoughts on the technically preferred option?

I am opposed to the technically preferred option. Traffic volume on this stretch of Kingston Rd is very high often causing severe congestion. The BRT route will not attract a sufficiently large number of motorists to use the bus instead of their cars to offset the impact of restricting Kingston Rd to one lane in each direction. At a minimum, there must be a total of 5 lanes for the through movement of buses and cars with the 5th lane alternating in direction as traffic demands (similar to Jarvis St in Toronto).

I attended your meeting in Pickering Village and did have some good conversation with your representatives. I did submit some ideas which I won't reiterate here. I have thought about it some more, though, and I have spent some time observing traffic at the pinch point during high volume times of day. I have also lived in the area for years, and I recall drivers' behaviour when other construction projects have been underway which restrict vehicular traffic, as well as when there are traffic restrictions on hwy 401.

In the first case, cars shift to local neighbourhood roads to circumvent traffic on highway 2. Specifically they use Elizabeth Street as an alternative route, and head north to Delaney/Rossland. Elizabeth and its feeder streets were not constructed to handle high volume. I've seen 30-40 cars waiting to turn right onto HWY 2 ! Also, people try to make up time and travel in excess of the speed limit (40km/hr) which is a danger to pedestrians.

In the second case, when there are accidents on 401 (not infrequent) drivers use hwy2 and Bayly as alternates. When this happens, hwy2 is loaded with traffic, and reduction to 2 lanes will once again force drivers to head into the secondary roads within subdivisions, creating the dangers mentioned above.

I'm not against increasing the effectiveness of public transit, but it is a balancing act that needs to factor in the realities of today's level of personal vehicle traffic volume. Prior to projects like this, municipalities have approved big box centres and large scale home construction, which predictably result in traffic volume along corridors. One cannot ignore that in the plan. It's an unfortunate reality that must be recognized. Thank you.

YIMBY! Just please separate the bus lanes with solid lines.

I like this option. However, improvements to local streets would be needed to facilitate connectivity.

Reducing Kingston to one lane is a bad idea - should be avoided

If cost-benefit analysis supports this option I'm not opposed to it. Certainly better than the status quo. Would like to see more transit lane separation though, if possible.

It would be better for speed if the transit lanes were in the centre of the road. Also, heritage buildings can be moved further away from the road (similar to the Viva BRT projects), and sidewalks can be widened. Also, it would be best to provide a bike lane.

Great for students and low-income families. However, most people drive in Durham Region.

I support the BRT, however reducing the number of lanes to automobiles will create a poor flow of traffic especially during peak hours. My suggestion is to create a segment of the BRT as a hybrid carpool lane for automobiles, motorcycles and taxis. Once lanes open up they can get kicked back into regular traffic.

None of these options make sense if it is reducing lanes on Kingston Rd to one each way for cars.

This is a horrendous plan. There isn't enough bus traffic to have this be viable. Do people making up these plans have any knowledge of the area!?!

Terrible idea. Have you driven through here recently during peak times?

All of the alternatives for this pinch point (except the one with 6 lanes/centre median) negatively impact eastbound traffic in the afternoon. Lots of people exit the 401 on Brock Road and take this route to get to their homes in Pickering Village, my neighbourhood. This is not a good solution from a social or environmental perspective -- more traffic, more cars sitting idle, noise, odour. What about Do Nothing or similar? Why was that not considered or presented at PIC 2? Why not consider the option to NOT have transit lanes in this area, and share both lanes with automotive traffic? What is the future plan for this pinch point -- is the road being widened? What will be done to mitigate traffic congestion if this IS put forward as the preferred solution?

This would be an absolute traffic nightmare! The amount of cars compared to buses travelling this route makes this a very bad idea and would lead to massive congestion. Honestly, unless the road can be widened to accommodate more lanes, it is better left the way it is compared to any of these "solutions".

Think this is horrible it will make driving places even longer.

There aren't that many buses on Highway 2 - let them share with cars in that area. Putting Kingston Road to one lane will create backups, and congestion,

and increase the likelihood of accidents and dangerous driving.

Terrible idea. As long as Regional public transit is inadequate, people will continue to opt for cars. The bottlenecks this "option" will cause will negatively impact traffic for kilometres in both directions on highway 2.

Sorry I get paid to consult

I think it's just ridiculous to take a busy road like Kingston down to one lane. Durham transit is just not busy enough to do this. Even where they have designated lanes they are empty most of the time. It's very frustrating to be stuck in traffic and have this entire lane beside you empty. I can certainly see doing something like this in Toronto where the transit is a lot busier but in Durham that's just ridiculous.

There is already too much traffic on this section of road. Removing lanes for traffic will cause an even bigger backlog and frustration for everyone in the area

I lived on Kingston road right in this area until 7 months ago. As it is the home owners can hardly navigate safely in and out of their driveways let alone with reduced lanes. Also anytime I was trying to depart it was the busses who would block me in my drive way.

Do not agree with the proposal.

Bus lanes will become casino bus lanes. Bad enough they won't let through traffic, on church, for residents that live in this area.

Go change Bayly instead.

Terrible terrible terrible!

This would be an extremely bad idea as that area is already very heavy in traffic and gets backed up during rush hour. I believe people would also force on the transit lane. This would also make it almost near impossible for houses on this street to get out of their driveways. Also traffic would come to a complete stop when someone was trying to make a left hand turn either way.

I think you are fools for trying to do it. We will lose all the historical features in the village. St. Georges will lose its historic chapel & the cemetery containing many old graves will have to be moved. However that can only be done with the permission of the families involved. Traffic along #2 is bad enough now adding a light rail transit will make it even worse. We have two ways in & out of Pickering village. Elizabeth Street or Rossland. With the development by Coughlan going up to the north of us it will make it even worse. Who made the architect of this disastrous plan. Metro Linx needs to be culled before this happens. You have to have more room for cars because if there is a back up on the 401 all the cars go north & go onto #2. You will not be able to move. We already have the 900 Durham bus that services the area well. So go back to the drawing board as neither option is viable.

I have lived in Ajax for 35 years and have seen it grow immensely. I remember when there was so little traffic on hwy 2 that it used to be closed down along

the strip you mention for the home week parade. With as much traffic as there is now, my concern is that the vehicles will re-route through the neighbourhood creating more dangerous roadways for our families where their homes are.

I think it is a good idea to prioritize transit.

We do not need designated bus lanes.

For the 6 people on the bus you are going make commuting a nightmare for 1,000's

I do not think that this is a wise idea and do not agree. There is already too much traffic and congestion with two lanes. It would not make sense to do this and transit busses should not have their own lane, they should be treated and considered as all other vehicles.

NO! This idea is ridiculous! Traffic in the Village is very busy now, and will soon be worse in that area when the Pickering casino opens. How could you possibly think of wanting to do this through here and make traffic more chaotic!

Ridiculous...

The statement "may not be suitable for afternoon eastbound traffic" makes me think whoever planned this hasn't actually driven this route eastbound in afternoon traffic. If they had the statement would read "will bring eastbound traffic to an absolute standstill".

Need throughput or flow for projected increase in car traffic as already a bottleneck at times.

That's a busy stretch of road already- creating a bottleneck is going to have a huge impact on the area (also please note that it will also impact traffic travelling to the casino. Please do not use this option- it will kill businesses in the area, and make it impossible for people who live there to get home in any reasonable time frame

Traffic through Ajax is already congested! Reducing this corridor to 2 lanes will lead to significant delays.

On a daily basis Kingston Road is a busy section for both Ajax and Pickering. Now let's add the new Casino traffic and any sort of incident on the 401 - grid lock will ensue.

First responders will be impacted in a significant way.

Impact on cyclists is also a consideration.

Consider the volume of motorists needing to turn into residences, businesses and other elements.

Absolutely unacceptable. Traffic through this area is horrible without this change that would just exacerbate the problem.

I do not agree with the preferred option. Transit options in Durham region specifically Ajax are poor and getting worse. We need all 4 lanes for traffic to allow an people to get where they need to go.

|   |
|---|
| Do not agree with reducing a primary road's lane capacity for thru-traffic.   |
| Absolutely ridiculous. Traffic is horrendous through here already without reducing lanes.   |
| Will cause far too much congestion  |
| Keep casino traffic away from the village and you won't need bus only lanes that will make getting through that area impossible.  |
| Not supportive of the one way concept   |
| This is a horrible idea; there is no industry here and everyone commutes- the options are not good enough for transit - if you've been through here during rush hour, you are just restricting the traffic  |
| Make sure that ASCESSIBILITY to it's fullest compliance with the IASR Ont. Reg. 191/11 is met! Compliance so far has been in violation far too many times.  |
| Don't like it. Kingston Rd is already busy, why make it worse by reducing lanes of traffic? Considering that one of the reasons for this idea is "high forecasted eastbound traffic volumes in 2041," why not put all that time to good use and figure out a way to divert traffic to another road which can be easily expanded? Ontario seems to love building up areas to become heavily congested and then being unable to expand the roads. Is it really that hard to plan ahead and expand roads *before* the area becomes unbearably congested? |
| No Cycling lanes? Unacceptable.   |
| Totally against it.   |
| It already is jammed between Brock and Westney. The transit lane should not exist at this point.  |
| There is much more automotive traffic than ppl taking public transportation, this will slow down the flow of traffic  |
| I like the preferred option if it means that eventually it will lead to upgrading the local transit infrastructure (bus shelters, area signage, wider crosswalks at intersections, dedicated transit lights, etc.).   |
| This is a terrible idea, the amount of transit lane space we have vs how much transit is actually utilize does not make sense. It's not forcing people to take transit it's just infuriating people who are stuck in more traffic   |
| I live in this area and it's already horribly slow in the evening hours. This would greatly impact the residents (negatively) living in this area who need to go shopping or get anywhere east for appointments etc. This commute in today's times are bad enough. Us residents from the area should not be restricted even more due to commuters.  |
| This is a horrible idea for residents in the area especially with the added traffic expected due to the casino  |



This is a terrible idea. The left hand lanes are always blocked by people turning left into the businesses and side streets in that stretch, since there are no left turn lanes. The right lane is needed to go around the car stopped waiting to turn left. This area needs a centre / shared left turn lane.

If lanes on Kingston Road are reduced, more traffic will go north on Elizabeth and cut across Delaney / Magill / Kerrison to bypass Hwy 2. Traffic has already increased across Magill and Kerrison ever since Kerrison was opened up to Audley. This will only increase more businesses open on Harwood and Salem.

This is a nightmare waiting to happen. Terrible idea. The transit lanes will be empty 90% of the time, and the traffic in the through lanes will be backed up for miles, especially during rush hour. I really really hope this plan is not approved.

I do not like making a bus lane. We need 2 lanes for all transport along Hwy 2. It's a main road when 401 is blocked, and the rush hour traffic is terrible along there as it stands. Once the new Casino opens it will become even busier.

I think it would lead to a lot more congestion, on an already traffic filled area. Blocking one lane solely for transit doesn't make sense in an area that already is so congested. It will make it also very hard for businesses and patrons on that stretch. It's already difficult to come in and out. That section of the road is congested on a good day, especially rush hour traffic.

Keep it the way it is. 2 lanes both ways, not that many people using the buses on Hwy 2 anyway. As for the extra bus traffic for the Casino it can go from the Ajax GO train south on Bayly, west on Bayly then North on Church. They do not need to go south on Church Street thru the residential area. If they are transporting people from the Ajax casino to the new Pickering Casino they can go for Hwy 2 to Salem south, Bayly west then Church St. North. No need to add traffic to Hwy 2 corridor.

We do not need any more congestion please don't add a bus lane

Completely absurd for other than bus traffic

It would be a traffic nightmare; not to mention the drivers who already use the bus lanes illegally

This is a terrible idea. Obviously whoever came up with it has not sat in afternoon traffic on this stretch of road and that's with two open lanes! The only thing that this will result in is selfish people using the transit lanes to further their travel while the rest of us sit and wait in traffic. This happens all the time along Highway 2 from Westney to Salem where there is a designated TRANSIT ONLY lane because it's not reinforced.

It has no flow and will only exacerbate an already horrible problem

Terrible. Too congested and transit isn't utilized as frequently to warrant a lane.

A lot of the houses through the Village are very old, in much need of major repairs and renovations and lots are very deep. The Town should start thinking about opening up the Roadway to accommodate increased flow of traffic

while maintaining the character of the Village. Another option would be to consider underground traffic.

If this reduces general traffic to one lane each way it is terrible.

I believe the future projection may be logical if more commuters begin taking transit, however, the initial flow of commuter traffic on Kingston Rd, to and from Toronto during rush hour periods, will be extremely congested having only one lane for cars each way. The reality seems to be most people still driving single occupant vehicles.

What about bike lanes? Will the Ajax bike lanes (that are found east along Kingston road) continue through the village to connect cyclists to Pickering and the Trans Canada Trail entrance? How will these lanes fit with the new plan?

This idea is ludicrous.

Supportive of transit, but can't take away eastbound lane until Hwy 401 is widened to 12 lanes east of Brock Road.

Absolute nonsense! Will force traffic into residential areas. Cons far out way the pros.

You need to open the transit lane both ways during rush hour.

Installing bus lanes through Pickering Village without the ability to widen highway 2 is a colossal blunder.

1). For starters, Ajax lacks adequate road infrastructure to support it's population; therefore moving any vehicular traffic around Ajax especially during rush hour is a nightmare.

2). Most residents have to commute beyond Ajax for work. Have the people who proposed this idea ever endured rush hour traffic in this area? If rush hour traffic through Pickering Village is already a nightmare with 4 lanes during rush hour, what would it be like with lanes reduced to only two?

At the very least Rossland and Bayly would need to be expanded to 3 lanes in either direction to enable alternate east- west traffic flows during rush hour.

3). Given the level of transit ridership through this area, why should the people of Ajax put up with this huge inconvenience of only a single lane of vehicular traffic through Pickering Village in each direction?

None of the proposals which would reduce the number of traffic lanes through Pickering Village makes any sense, no matter how you look at it. The only solution is for busses and other vehicles to share the existing lanes.

no

It will cause a terrible traffic bottleneck, and will increase pollution to the detriment of the health of people living nearby as cars creep along in stop-and-go traffic before and in the bottleneck. Terrible idea.

Traffic is bad enough during rush hour as it is, I cannot begin to imagine how bad it will be if there is only 2 lanes. Not impressed with this plan!!!

Traffic is already bottlenecked on this stretch so reducing it to one through lane doesn't seem feasible while maintaining a reasonable travel flow. Bus volumes aren't sufficient to tie up a whole lane and reduce regular traffic to only one

lane. Also it will push vehicles to local residential streets to avoid gridlock

My personal thoughts is to go green for the extension till Westney@Kignston or at worse rotherglen@Kignston... to control the trafic, from Westney to Sheppard, speed limit at Kingston has to be reduced at 50KMs, those who wants speed can go to 401, almost paralal to Kingston at Westney, also Let BRT shares the curbside lane with DRT... Timing and Schedule can help DRT and BRT to co-exist... extended time of travel? Public transit system often shares the similar challenges all through the world.. in Big cities, more than driving people are choosing longer and safer travel as an environment friend gesture and cost-effective way out... Just like Downtown Toronto, people will park their vehicle to access Public transport... so, it will actually help the country, economy and its people...

Looks like there isn't enough roadway for various purposes (cars, bus, pedestrian, safety space between sidewalk and roadway), looks like a nightmare. This is like trying to fit a round peg in a square hole! It's too bad more thought wasn't put into this prior to starting this endeavour. I know that I am an experienced driver and navigating the left turn from Hwy 2 onto Elizabeth is like taking your life into your hands!!

My wondering, why couldn't the rapid transit lanes be in the centre of the road like York Region throughout the entire region so that when the buses approached a Pinch Point, only one bus could navigate through the Pinch Point at a time. There would need to be a designated "bus transit light" on both entry points into the Pinch Point area to let the eastbound bus know that a westbound bus was using the centre lane designated in the Pinch Point area and vice versa but the amount of times that there is a eastbound and westbound bus using this Pinch Point at the same time pales in comparison to the bottleneck effect on traffic. There would be next to no additional time added to the bus route. Yes, there would still only be one through lane eastbound for cars and one through lane westbound for cars but it might have allowed for more space to work with things like safety areas (a platform on the blvd on both sides of the road) or even bike lanes.

Absolutely not.

Traffic is already too slow in that area. It would take forever to get through with that option.

Unsafe. Cars do not use the current bus only lanes properly (entering them to go around traffic WAY before their turn (or no turn at all). The traffic is already too congested for a bus only lane, it leaves only a single lane for the majority of the travellers. Lanes are already way under utilized throughout Durham region and are accidents waiting to happen.

The number of commuters far outweigh the number on busses along this route. There are already traffic jams and traffic backing up eastbound. Metro line should buy the not so historic buildings and widen the road to build their dedicated bus lane.

Maybe make it like an HOV lane - buses- motorcycle- cars with more than 2 people and cabs/taxis ubers

Bus lanes threw Durham region are a waste of tax payers money Not enough people using transit in our region

NO NO and NO. Reducing traffic lanes is just not a viable answer. We have so few busses in Durham and you want to give 1 bus every 30 minutes a lane of its own? NO NO and NO. Make a pull in where bus stops are, rather than having the bus stop a live lane of traffice and it will flow so much better.

Please keep all 4 lanes for general traffic

Any option that reduces the lane traffic through that area is a bad option. The traffic is already horrible through there and will get worse when they open the casino on Church.

Oppose. Should be 2 lanes of traffic each way to ease congestion and support traffic flow.

Bad idea

This isn't toronto..no need for this

This is so ----- stupid are you joking

Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...

My option is no bus only lanes. There is already heavy traffic in this area and bus only lanes will make it worse. Bus lanes will not entice drivers to switch to transit. It will make more drivers detour along Randall or Old Kingston Rd. NO NO NO

Traffic is already terrible in late afternoon. If there is an accident on 401 eastbound , this section is bumper to bumper

This area is too busy to drop to one lane. Durham transit is not user friendly nor convenient.

Need to widen Bayly to handle any traffic that may divert due to single lanes on Kingston.

Not a good idea at all, area is already busy with only 2 lanes east and west, congested. Reducing to one lane is insane

Absolutely need two lanes through Pickering village. That would create a huge backup coming through to get to Ajax during rush hour commute

I really don't think this is going to improve traffic at all. It will make it worse. There will be more back ups, and then people cutting through the neighbourhood. Buses shouldn't be above cars. More public transit use over cars is a pipe dream.

It should remain two lanes on each side , congestion will be far worse if down to one lane and bus lane , get real

This is not the time during COVID ,

|   |
|---|
| Keep two lanes traffic is bad as is   |
| Absolutely not! We live right at that intersection and it's already congested during regular hours... This is will a nightmare if it gets reduced by one lane.  |
| This road in this location is already heavily trafficked and this will make it much worse. Stop this now please.  |
| If what this means is that the right lane is for buses only I don't like it AT all. This is a VERY busy area/road in rush hour and it will make it even busier. Honestly, this is nuts!   |
| With the impending opening of Durham Live, the existing surface roads will be over capacity in a very short time. We need both lanes open for general traffic.  |
| Transit traffic frequency doesn't warrant a dedicated lane unless lane was only dedicated during peak/rush hour   |
| Terrible option unless there are 2 lanes for through traffic (which i dont believe is possible due to the area) but traffic would be terrible   |
| Bad idea. Traffic is already so bad through that stretch in Ajax. Highway 2 needs more than one lane each way for traffic   |
| No separate lanes thx   |
| Not viable. Please cancel this proposal. There is way too much traffic in this area. Cars idling in traffic will contribute pollution in this neighborhood. Must keep 4 car lanes to permit number of cars to flow through.               |
| The traffic in the area is already pretty bad, and therefore moves very slowly. Especially in the eastbound lanes during rush hour. Adding transit only lanes is terrible for general traffic.  |
| No it's not a good idea to reduce lanes. Too much congestion in this area during all Times of day never mind rush hour.   |
| There are hardly any public transit users in this area. Reducing auto lanes would be detrimental and increase side residential streets once Waze users figure out where to go.  |
| This option will push traffic into the side streets as Kingston Rd will become very back logged.  |
| No too much vehicle traffic. Would turn this into a nightmare during morning and afternoon rush hours.  |
| Really dislike this idea. Bus ridership Is not significant enough to outweigh the delay for the other traffic. This will result in a backup in both directions. The proximity to the Casino will only make things worse.                  |
| My thoughts are you don't need bus lanes in this one section. They are underutilized any way. I do not think you need extra lanes in this small section. Leave it as it is and the busses can just travel with car traffic for this short |



stretch.

I think it is ridiculous to even consider doing this. Traffic in this area is already busy it would be total gridlock if this was to take place.

I also believe that we should be following Toronto's system of rush hour only for bus lanes.

This is a ridiculous suggestion especially for such a small section of roadway. The impact of construction alone will have a major detrimental effect. Traffic is already steady along this are, let alone in rush hours. This will make it worse

Terrible idea. Do any of these people suggesting this even drive this part of the road in Pickering. If so they would know on the best of days traffic is crawling and you want to remove a full lane for buses that may or may not have passengers on them. Traffic will then be more backed up then it is now taking it well past Brock in Pickering most likely past even the Pickering Town Centre where some days it's already backed up to there anyway.

Not to reduce the lanes

Horrible! Traffic is crazy in that area now with 4 lanes of traffic . Cutting it to 2 lanes will be catastrophic!! The residents prefer to be in their homes for dinner, not sitting in bumper to bumper traffic!

Horrible

Absolutely ridiculous!! The congestion along Kingston road through the Village is already extreme- this will only add to the congestion - I don't think ridership and amount of bus routes makes this the right decision for the Village

I disagree with this totally. Traffic already packs up there daily and to make it into only one lane would be an absolute nightmare.

This is not an option that will be conducive to the ease of traffic flow. It means that two lanes, one going eastbound and one going westbound will be unusable by the residents of the region. The congestion will only get worse and it adds unnecessary travel time to commutes and to regular vehicular travel.

You can not reduce the number of either east or westbound lanes In this region. As someone who drives this five days a week to work, you would create an impossible situation

absolutely not.

Keep the 2 lanes open. Its already a jammed up area.Adding a bus lane by taking away traffic lane will only jam it up even more. The bus lane is a bad idea

No good for the traffic during the week, especially during rush hour times. I don't feel it would be beneficial.

Here's an idea drive to and from Ajax into the city for the winter months and

see if you think this is a good idea.

Buy out properties strategically.

Historic? Not in the grand scheme. Future is more important

I believe that limiting cars to one lane will be problematic. Traffic is already congested along this point. While hopefully public transportation in this region will be much more robust in the coming years, at this point those 'transit lanes' would be largely empty....while cars get backed up. I wonder if it would work if that proposed 'transit lane' was both a lane for public transportation as well as for cars with at least 2 people in them? Traffic lights need to be optimized in their timing.

While the option may be technically preferred, it is not "practically" preferred. Traffic along Hwy 2 is already congested and removing two lanes of traffic will only serve to further slow traffic. Given the increased travel time this would engender, drivers will likely take to the side streets and speed along these routes creating dangerous situations for residents, particularly since there are no traffic calming measures in place to discourage high speeds on these alternate routes. Given that buses currently use the curb lane, and drivers tend to go around them, they in essence are already travelling in a bus only lane, with the only obstacle being traffic in front of them, which traffic, is typically flowing faster than the bus itself hence not slowing the travel of the bus.

In short, I really see no reason to reduce the number of lanes along the section of Hwy 2 being addressed in this proposal.

### Pinch Point#3: Alternative Option #4

Transit Priority Measures Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections. Cross-sections are

conceptual Pros Maintains existing left-turn access to driveways

Cons Least reliable transit service Minimal cultural heritage resource impacts

BRT shares curbside lane with general traffic and local transit, resulting in more delays and longer travel times

### What are your thoughts on this option?

Will result in delays but this specific section is small compared to the rest of the BRT

Frustratingly close to doing nothing at all

Highly inefficient, not a good use of tax dollars.

Waste of money.

This would defeat the purpose of a BRT. I understand there will be great opposition from residents, but the bottom line is to create better transit options, not better automobile options. It should encourage regular use of buses especially if they are favoured over vehicles. As long as buses get transit signal priority, this could work. But with the previous option and this option, buses will be forced to stop for turning vehicles no matter what.

Reducing Hwy 2 through the village is a horrible idea, it already has excessive

traffic through there in peak hours

None of the options make sense if it reduces traffic to one lane each way for cars on Kingston Rd

Bad idea.

Again, This would be an absolute traffic nightmare! The amount of cars compared to buses travelling this route makes this a very bad idea and would lead to massive congestion. Honestly, unless the road can be widened to accommodate more lanes, it is better left the way it is compared to any of these "solutions".

Still increases traffic nightmares.

There aren't that many buses on Highway 2 - let them share with cars in that area. Putting Kingston Road to one lane will create backups, and congestion, and increase the likelihood of accidents and dangerous driving.

Sorry I get paid to consult

Still ridiculous... designated transit lanes are just NOT needed in Durham!

This will be better to help keep traffic moving.

See previous comments

No to losing a live lane of traffic.

Better. May still be delays but for those not taking transit will flow better

It should be left like this

Again its not broken so don't try to fix it. Will make traffic flow even worse with the Casino going in an added subdivisions going to the north of the village. Its bad enough that people use the only bus lanes (what is that anyway) to jump ahead of the traffic. You don't live here so don't try & fix it without listening to the people who live in Pickering Village. You don't have to deal with it every day like we do. Its bad enough that you have to go out after 9 a.m. and be back before 3 p.m. to be able to get your errands done. If you are home any later than that heaven help you. What you are proposing will make even worse. We need two lanes of traffic or you could take out the bus stops in Pickering Village & at Rotherglen. Westney is just a nightmare so it will make it even worse.

Transit is already unreliable where there are dedicated bus lanes. Sharing lanes with local traffic isn't making it worse. Perhaps the actual root cause of the delays needs to be looked at.

I don't think this would work

Yes

Not a great option

Transit should not have priority or preferential treatment. Keep things the way they are.

The same as the previous! Leave our Village the way it is! Either of your changes will only make traffic problems worse then they are currently.

Not enough safe on the roads

Ridiculous

A better option for those who live in the area and those who travel the route regularly.

Better than the previous option

This is better than a bottle neck Yes it's slower on the bus, but better for all traffic combined

With typical dependence of vehicles trying to access 401 in this area, it will lead to more delays that already exist without this

Ellesemere Rd ??

Signal timing to advance buses, hold Green phase when I'm proximity to intersection

Preserve historical importance

Review recent ridership as a result of Covid19 - continued impact

Has ridership returned ,will it return with work at home etc

No !

No, as per previous comments.

Do not agree with reducing a primary road's lane capacity for thru-traffic.

leave the roads alone. None of the options are not going to make traffic better.

More delays and not necessary

Keep casino traffic away from the village and you won't need bus only lanes that will make getting through that area impossible.

Supportive

This is a horrible idea; this is going to impair traffic during rush hour and there is not enough transit options to get people quickly to jobs that are not in Ajax - the buses are empty all day here

Keep it this way. Busses must also be closer to the curb for boarding as well as exiting, and lowered so that the bus is as level with the sidewalk as possible for everyone. You cannot simply look at a person and determine what their needs are. Again, failure to comply with the AODA must stop.

If you really want to prioritize transit, why not a subway option? Busses take up far too much room for the few people who use them outside of rush hour.

|   |
|---|
| where is the continuous, connected and safe cycling lanes?  |
| Totally against it.   |
| Not a fan of increasing congestion to areas - would have one way direction with a barrier between the the directional through lanes be an option? Add a turn signal at each intersection those wanting go left would have to make a u-turn similar to streetcar lanes in Toronto. |
| Perfec  |
| Still a terrible idea for us local residents who live in this area.   |
| Improved signal timing only works if there is no backlog of cars waiting for someone to turn left.  |
| You are missing a very important "Pro" which is that for non-transit service commuters they have two lanes instead of one. This option is much more viable than the first.  |
| Should not make a bus only lane. We need two full car access lanes the whole way along the road.  |
| This option would work better as traffic could use both lanes, reducing congestion.   |
| Prefer this option  |
| Any separate bus lanes are ridiculous   |
| There are not enough buses to warrant this idea. It would bring already busy traffic during the day and through rush hour to a stand still  |
| 1 pro to only 3 cons...   |
| This doesn't make any sense for flow  |
| Also terrible. If you can't widen the road do not congest it further.   |
| What is Ellesmere Road as shown in the drawing??.   |
| This is best. If through traffic get backed up, all transit will be backed up. The number of transit riders vs drivers is small: we can't reduce drivers' privileges for the public riders' speed.  |
| Could the bus lanes be dedicated during non rush hour times allowing for more vehicle maneuvering?  |
| This is stupid!   |
| OK but don't need to maintain left turn access if will help as can u-turn at traffic signals  |
| Not in favour.  |



|   |
|---|
| Non starter. Reduces number of lanes for private passenger traffic.   |
| go underground  |
| This is better than a dedicated transit lane.   |
| Why does it say Ellesmere Road??<br>I know that it is not an ideal system for transit but this is the best option for all other traffic.  |
| nope!   |
| Just wondering how this option is different from how it is now? Even with two lanes of traffic it is too tight a squeeze but there is some merit to having more through lanes and buses can be a bit delayed going through here. At least with this option there is SIDEWALKS ON BOTH SIDES OF THE STREET. Pedestrian friendly sidewalks on main arteries appears to be a novel idea in Ajax! |
| No. Need to keep cars moving through here.  |
| As this is what we have now leave it this way. If 2 through lanes can not be done then don't change anything.   |
| Lanes need to remain the way they are. Not enough buses travel through the area to need a lane only for transit and see previous comments   |
| Works better because when there are no busses, everyone can use the 2nd lane, helping to alleviate traffic. Dedicated bus lanes do not make sense in this stretch of already congested traffic.   |
| I don't like it   |
| Wasting tax payers money on anything to do with transit lanes   |
| Lose the transit lane   |
| Please keep all 4 lanes for general traffic   |
| Any option that reduces the lane traffic through that area is a bad option. The traffic is already horrible through there and will get worse when they open the casino on Church.   |
| Oppose. Should be 2 lanes each way.   |
| No...taking a lane of traffic is going to create bottle neck traffic. Not everyone can use transit. The projections should consider this. People will be more likely to drive in the bus lane. I travel hwy2 everyday and do not see that many buses that they need a dedicated lane. 6 lanes are best where 2 can be for buses   |
| Terrible  |
| Unless you are adding lanes any option is dumb as ----. Nobody takes the bus  |

in Ajax it has always been a driving town. To take away lanes in of the busiest east/west arteries would only further prove the incompetence of those making the decisions.

Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...

I don't know what queue jump lanes are so I cannot comment. But if it is going to impact having two lanes for cars then I don't agree.

The travel times are already too slow

Very inconvenient and decreases safety for the residents and workers who will be entering and leaving those driveways during rush hours

2 lanes either way need to be maintained

Not enough traffic on the buses to require this

same thoughts as before. its just a bad spot, they need more lanes, not less unfortunately.

Until transit from Durham into gta improves and become affordable people will continue to be forced to commute by car and any reduction in lanes will be a nightmare.

If this is the way it is now, then this is the correct solution. Thanks from a very concerned voter.

This makes far more sense;see previous comment

With the impending opening of Durham Live, the existing surface roads will be over capacity in a short time. We need all lanes open for general traffic.

Not necessary in this area not enough transit traffic to lose general traffic lane

The best option in my opinion

Ellesmere rd?! Im confused?

No big platforms thx but like the two through roads

Not viable to have just two car lanes in this area. Pls cancel project.

This sounds like a better solution for motorists.

I think they have not studied enough to see there is no need to add transit lanes. I don't see the transit lanes fully utilized now. Don't make that area worse. They businesses in that area will suffer the most.

There isn't heavy transit users to begin with so this option does not work.

I am not familiar with traffic on Ellesmere

No don't do this

Terrible idea! Do you know how long it already takes people to get home in rush hour? As it is that area already bogs down the flow of traffic.

This is what there is now. And it is working just fine.

This would be my preferred option. The shared bus/traffic lane is only for a short distance and then the bus lane picks up again.

I think it is ridiculous to even consider doing this. Traffic in this area is already busy it would be total gridlock if this was to take place.

I also believe that we should be following Toronto's system of rush hour only for bus lanes.

This will not make transit any less reliable and so what if BRT has to share curbside lane. Think about the people who use this section of roadway not just about transit

Still terrible idea you need both lanes for cars to keep traffic moving especially as things start to reopen and people driving again.

Not to reduce lanea

Horrible! Traffic is crazy in that area now with 4 lanes of traffic . Cutting it to 2 lanes will be catastrophic!! The residents prefer to be in their homes for dinner, not sitting in bumper to bumper traffic!

Less horrible

Also not needed

I don't feel they need to fix transit in this area. What is it really going to save. They are gave buses their own lane all the other ways so why not just leave Pickering village the way it is. There is no room to do anything there. I think things should be left the way they are.

This option is potentially reasonable,the busses are not the only vehicles on the road and sharing the road for this short stretch is delaying transit travel minimally.

Why aren't you widening Bayly street across the region. There is so much green space on both sides. You're proposing a nightmare.

absolutely not

Not a good idea

good option

What a crazy stupid idea, cars backed up for miles idling one traffic giving out fumes

Only see on pro here

Buy out properties strategically Including “historical” buildings

I'm not seeing how this is different than earlier picture.

I don't see that this option is any better than the previous one, and in fact would slow traffic flow.

### Pinch Point#3: Alternative Option #2

Centre-median (4 Lanes) Convert general traffic lanes in the centre of the road to dedicated transit lanes. Cross-sections are conceptual  
Pros Provides the highest priority for transit, improving speed, reliability, comfort and convenience  
Cons Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic  
More cultural heritage resource and property impacts than curbside option  
Restricts left-turns to signalized intersections, requiring a change in travel patterns

### What are your thoughts on this option?

Opposed

Not favourable re left turn restrictions. Also not sure there's any possibility of expanding street surface in certain spots.

Local transit would have to sit in traffic. Curbside is better.

From a pedestrian perspective, this is my preferred option. Although improvements to local roads would be needed.

Causes too much problems with left turns and traffic

Not opposed to this option at all.

Best option! However, bike lanes should still be provided (if not on this road, it should be on one that is adjacent). Also, great care should be put in relocating heritage buildings. Finally, better lighting and pavers would help to make the street more attractive.

Good option, although difficult for passengers, especially the elderly to cross the road.

While this option definitely creates less chance of vehicles using the BRT, it will disrupt the flow of traffic and increase travel times for afternoon eastbound traffic. I support this option as it creates the least likely option for the buses to be stuck behind vehicles.

Again reducing from four lanes to 2 lanes will paralyze this area

Not acceptable. Kingston Rd is already bumper to bumper during rush hour. Reducing it to one lane of traffic in each direction is ridiculous

nope. can't take away car lanes!

Again, This would be an absolute traffic nightmare! The amount of cars compared to buses travelling this route makes this a very bad idea and would lead to massive congestion. Honestly, unless the road can be widened to

accommodate more lanes, it is better left the way it is compared to any of these "solutions".

Confusing for drivers, bus riders. Would be the only place I n Durham like this. Still causes traffic nightmares

Nice concept but there's no room to widen the road to leave two lanes for traffic each way, and again, this needs to be the priority as stated before.

No better than the first option and probably worse. Reminds me of the streetcar access in Toronto - pedestrian accidents/fatalities are an issue, drivers become extra aggressive so as not to get caught behind the bus

Sorry I get paid to consult

What a waste of tax payers money.

This is horrible. This would be the biggest nightmare and absolutely would not recommend

just no

No to losing a live lane of traffic.

Not sure. Eastbound traffic is already bad in that area! Please don't make it worse!

This is still a bad idea

Not really working in York Region so why would it work in Pickering Village. Construction would make the village a nightmare. If it isn't broke don't try to fix it. Who cam up with this proposal in the first place. No one came and knocked on our door.

Again, the traffic will re-route through neighborhoods creating a higher risk for children and families.

I like this option since transit is prioritized and it looks safer.

No thank you. Leave the village as is. Route the casino busses elsewhere

There are too many cons.

Again, this is also not suitable for this stretch of roadway! Leave the road as is!

No safe for the pedestrian to cross

It's absolutely nonesence

This will cause similar traffic issues to the preferred plan. Except now you're expecting people who can't properly use a roundabout to navigate a road where there will be platforms and vehicles traveling in the same direction as them on the otherside of those platforms but they aren't allowed to use that lane.



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| Not room for separate transit lanes in both directions in this area  |
| anything that reduces the general traffic to one lane each direction is too much of a bottle neck to function in that area and will have huge repercussions on the businesses and people living in the neighbourhood                         |
| Seems like there are too many cons for 2 lanes only in this area. Try something else   |
| Overall not suitable for this area<br>Impact - severe<br>Road work - winter Maintenance etc  |
| No !   |
| No as per previous. Little transit options in Ajax, therefore needed for cars.   |
| Do not agree with reducing a primary road's lane capacity for thru-traffic.  |
| waste of money   |
| Best option as the signals can be easily adjusted based on traffic   |
| None of these options are reasonable. Keep casino traffic away from the village and you won't need bus only lanes that will make getting through that area impossible.   |
| Don't mind it - depends on the usage of transit and if the volumes support it  |
| Leave traffic as is; the buses do not need this- this will only make traffic worse though the area during rush hour  |
| Accessibility<br>??  |
| This model seems to have made the streets of downtown Toronto just as bad, if not worse, as transit being in the right lanes. Why use it? We're going from bad to worse. Don't impact the flow of traffic.                                   |
| where is the continuous, connected and safe cycling lanes?   |
| Totally against it.  |
| There should not be a transit lane here at all.  |
| This is the cost effective option but better - it invests and improves the local transit infrastructure in the area, protects pedestrians maintains traffic flow - would be hard sell through as it reduces one lane each way.               |
| Terrible idea  |
| Properties should not be impacted for public transit unless the costs of public transit actually drop. They have continued to rise despite general income not rising at the same level. Affected properties will be valued less and property |

owners will be at a loss. If compensated, I'm sure it will not match actual monetary values. All are horrible ideas. These will only make things worse for area residents.

The congestion that residents have to deal with now is horrendous, we witnessed the impacts when Church had the bike lane added and how traffic now can back-up during rush hour. Add to this the casino and the additional traffic that is going to cause residents of the Village.

This is unsafe for riders. People will run out in front of cars to catch the bus. This limits access to business and the daycare. People will make unsafe turns at the stop lights just to get to the other side, especially since there's no alternative to approach the south side of Kingston Road because of the ravine and wooded areas. Reduced driving lanes will force traffic into the subdivision on the north side.

How will snow be cleared if there is a platform in the middle of the road?

Another nightmare waiting to happen. Ugh.

nope..just improve the current roads leave it as it is.

This would be a disaster, the traffic through that stretch is already a mess.

Don't want to lose any lanes to transit

Bad idea. Rush hour would bring traffic to a standstill which would cause people to use side streets as a thoroughfare.

This will result in confusion and chaos. There is just too much traffic on highway 2 to accommodate this.

You don't have enough space to add this

most of these options have more cons than pros. Perhaps analyzing the cons should be considered?

Create space by opening up the road

This is terrible. Please don't choose those. We don't have the transit ridership to justify this.

This option is not logical between the two proposed stops of Elizabeth and Rotherglen. I like how this works in York Region as a whole, but would require a unanimous change in Durham Region to get people using the transit system more because of improved high efficiency.

Stop the madness.

Preferred

OK once Hwy 401 is widened

No. Why? Major construction required. Who has this money at this time?

I vote to cut your funding!

Non starter for me. Ajax cannot afford to lose 2 lanes of traffic through Pickering village.

you nuts?

It will cause a terrible traffic bottleneck, and will increase pollution to the detriment of the health of people living nearby as cars creep along in stop-and-go traffic before and in the bottleneck. The additional problem of left-turns being unavailable except at signalized intersections is an added headache. Terrible idea.

Traffic is bad enough during rush hour as it is, I cannot begin to imagine how bad it will be if there is only 2 lanes. Not impressed with this plan!!! Lo

Again less through vehicle lanes bottlenecking traffic and pushing onto local residential streets. Also requiring pedestrians to cross traffic lanes to access sidewalk appears to pose extra risk

nope

This is similar to my first response but you could optimize even more room for car through lanes if you designate ONE centre lane for the buses. The buses can wait their turn to utilize the centre lane. There would need to be a designated "bus transit light" on both entry points into the Pinch Point area to let the eastbound bus know that a westbound bus was using the centre lane designated in the Pinch Point area and vice versa but the amount of times that there is a eastbound and westbound bus using this Pinch Point at the same time pales in comparison to the bottleneck effect on traffic. There would be next to no additional time added to the bus route.

Dangerous to pedestrians and again create traffic chaos

My preferred...

'Restricts left-turns to signalized intersections, requiring a change in travel patterns'

I think this is actually a 'pro' -- travel patterns for convenience vehicles like private cars need a re-boot in a major thru-fare bottle-neck like this. Left turns should be seriously limited . people will hate it, until they don't

Still no two lanes for through cars so not an option.

Worst idea available. Pickering village does not have the space at all for this option.

Not a viable option. Not enough transit riders to warrant this option. Holds up regular commuter traffic.

No don't think that would work still like the HOV lane

Still wasting tax payers money. No need to improve transit in Durham region

sure let's cause some accidents for all those people going to the casino.

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| Please keep all 4 lanes for general traffic  |
| Any option that reduces the lane traffic through that area is a bad option. The traffic is already horrible through there and will get worse when they open the casino on Church.                                |
| Oppose. Should be 2 lanes for cars each way.   |
| No....you are still taking a traffic lane away. My husband cannot use transit because he needs his vehicle for work..I can't use it either as I am a bus driver and I do not feel a dedicated bus lane is needed |
| Horrible. We don't want another highway 7 disaster here in Ajax.   |
| Again, if you want to build transit lanes then by all means go ahead. You CANNOT take away existing lanes. It is too busy out here as it is.   |
| Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...  |
| I don't believe there is enough transit need to make it a priority. Do not reduce car lanes in any way.  |
| Restrictions to reduce to one lane each way is ridiculous based on the growing population  |
| Unsafe for residents and workers entering and leaving their driveways  |
| Is there enough transit volume to require this? Makes sense in Toronto where transit vehicles are more frequent, but not so much out this way  |
| Negative, 2 lanes either way are required  |
| Not a option   |
| No keep it as is with casino traffic will get worse  |
| Until transit from Durham into gta improves and become affordable people will continue to be forced to commute by car and any reduction in lanes will be a nightmare.  |
| Leave this area alone.   |
| NOPE; need two through lanes. NO transit lanes unless you're adding a 3rd lane each way!   |
| As above   |
| Worst choice so far  |
| very weird in terms of left turns, least desirable   |
| No. This is ridiculous. No median thx  |
| Again, not viable. Please keep 4 lanes for cars and cancel these bus lanes   |

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| No! Creates more problems than it solves. The poor businesses and homes in that area. They have a hard enough time accessing their driveways. Plus, creates more pedestrian traffic as they have to get to and from the middle of the road to get to bus and off. Not to mention more dangerous for the pedestrians too.   |
| No to changing add more lanes don't reduce!  |
| There isn't heavy transit users to begin with so this option does not work.  |
| not suitable for the area  |
| No   |
| Again, terrible idea. Same reasons.  |
| Again a traffic nightmare so no.   |
| Again will result in backups and only move the left-turn delays to other intersections.  |
| I do not like this option at all. You do not need bus lanes in this section at all. Leave the traffic as it is existing at this moment. Buses can merge with local traffic for that short stretch. Having bus lands in this section will not speed up service for the transit riders that much.  |
| I think it is ridiculous to even consider doing this. Traffic in this area is already busy it would be total gridlock if this was to take place.   |
| I also believe that we should be following Toronto's system of rush hour only for bus lanes.   |
| Again losing a lane for vehicular traffic is nonsensical   |
| Even a worse idea, now you want pedestrians to cross traffic and stand in the middle of a road waiting for a bus. Accident for sure waiting to happen especially at night when it's dark or bad weather or you have an idiot driver who doesn't see them standing there. And again seriously you can't have one lane for everyone else. This area needs the full 2 lanes for cars. |
| Not to create transit dedicated lanea  |
| Horrible! Traffic is crazy in that area now with 4 lanes of traffic . Cutting it to 2 lanes will be catastrophic!! The residents prefer to be in their homes for dinner, not sitting in bumper to bumper traffic!  |
| Horrible   |
| Not needed - the integrity and heritage of the Village needs to be preserved- no changes need to be made!!!  |
| Don't like. We can't afford to go to one lane.   |



This is as unreasonable as the first option. It place busses above all the residents of the region that need to traverse this corridor. This is a short stretch and it is not reasonable for the busses to have control of two lanes completely ( one east and one west). The majority of the day these lanes would be unused and unusable. Impacting the heritage of the area for this option is a poor choice.

You can not reduce the number of either east or westbound lanes In this region. As someone who drives this five days a week to work, you would create an impossible situation

absolutely not

Not a good idea

Not a good idea. Too much traffic

Gee just stop already. No bus lanes

I guess no one is traveling west bound!

Buy out properties strategically

Again, this reduction in lanes will only hinder traffic flow for the vast majority of traffic on this section of Hwy 2 and giving priority to buses and which make up such a small percentage of the traffic, makes no sense. In addition, the capital outlay to implement these changes does not produce a sufficient return to justify this.

### Pinch Point#3: Alternative Option #3

Centre-median (6 Lanes)Widen to add two dedicated transit lanes and maintain current number of general traffic lanes.Cross-sections are conceptualProsProvides the highest priority for transit, improving speed, reliability, comfort and convenienceMaintains capacity for general traffic and goods movementConsSignificant impacts to cultural heritage resources and propertiesRestricts left-turns to signalized intersections, requiring a change in travel patterns

### What are your thoughts on this option?

In favour, unfortunately the negative impact to the neighbourhood is too high.

Insufficient space to expand the street surface to this extent.

Razing downtown is a non-starter

This is my least preferred option as there would be a significant impact to heritage properties.

The risk of damage to historical sites is too great

Not in support at all. super wide streets are the antithesis of good city building. I imagine it's super costly too. Please avoid.

The curb lane should be made into a cycle lane, to create a complete street.

Best solution. Does not affect drivers as much as the other options and great for people who take transit.

This is the best option to please both parties of the BRT and vehicles. However it looks like cultural heritage properties will be expropriated which would defeat the purpose of having Pickering Village. This seems like the most costly option.

I actually have no idea how you would accomplish this there is literally not enough land from Church street to Elizabeth

Not acceptable. One lane of traffic in each direction is ridiculous and dangerous. Kingston Rd is already bumper to bumper during rush hour. This does not help traffic flow

This would make sense

Makes more sense.

NOPE!!! Is this even feasible? It will be very expensive and lots of property acquisition.

Best solution by far to reduce traffic congestion.

At least this maintains 2 lanes of traffic. Do not like transit in the middle.

This is better but not overly realistic based on existing buildings.

How will pedestrian crossing from sidewalk to platform be safely managed across 2 lanes of live traffic?

Sorry I get paid to consult

Better at least there are still 2 lanes for traffic

What?!? How can this even be a consideration. This is horrible.

Preferred

One of the lesser evil options.

Again not sure. Impacts to heritage properties is not ideal.

This makes most sense

Again if you did this we would lose half the historic buildings in Pickering Village. Can you afford to buy all the houses in the Village without the taxpayers having to dig deeper into their pockets.

It would be a shame to disturb the local history.

This is a great option but the property owners would probably never let it happen

Absolutely not

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| I would be okay with this, as long as two lanes on either side remain for regular traffic. The city is getting bigger and more congested and needs more lanes.                    |
| For this you will be destroying some of the historical buildings of our Village. Definitely no to this suggestion. There is no room in this stretch to widen the roadway!         |
| They would be running our green space   |
| Not happy one bit   |
| This is the best option. Unfortunately it is also the most expensive, in both cost and historical culture.  |
| Much Better if we must have transit lanes   |
| This is better than a bottleneck but that stretch is the only historical part of Ajax. Heritage buildings cannot be destroyed for this.   |
| Much better. Maintains 2 lanes in each directions would prefer buses on outside like rest of bus lanes across Ajax  |
| Heritage buildings impacted<br>Cost vs overall time saved<br>Ability to service roadway   |
| This would leave the same capacity as is presently for non-transit vehicles. But there isn't the necessary space to add two lanes.  |
| That could work.  |
| Prefer this option the most as it accommodates current traffic and expedited transit lanes.   |
| Fine option but not necessary   |
| None of these options are reasonable. Keep casino traffic away from the village and you won't need bus only lanes that will make getting through that area impossible.            |
| Yes   |
| This is a better option because you have two lanes of traffic- are you tearing down all the beautiful historic buildings though to accommodate this?                              |
| Accessibility??   |
| This option is better. An actual underground system would be ideal, free up the roads entirely, but this at least won't have as substantial of an impact as the previous options. |
| where is the continuous, connected and safe cycling lanes?  |
| Unsure. Need more details.  |

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| This should be the option if its required.  |
| Allows for realistic traffic flow   |
| I like this option the best - maintains existing traffic flow, integrates transit lane into the roadway, provides protection to pedestrians.  |
| This is absolutely foolish  |
| Again affecting property owners for the negative to appease a government organization. Let's not affect the little guys   |
| This likely won't actually help traffic flow anyways.   |
| This would be ideal however the impact to businesses and the heritage sites make this a no go   |
| Unsafe for people who will run into traffic to catch the bus. Bus lanes should be curbside. Limiting access to the business will cause drivers to make unsafe turns to bypass the signalized intersections. This section of the road needs a centre left turn lane. Road will be expanded by one lane, not two. The distance of this stretch of road does not justify bus only lanes. |
| How will snow be cleared if there is a platform in the middle of the road?  |
| How in the heck would there ever be enough space for this option? Just demolish all of Pickering Village? Horrible proposal.  |
| Yes this could work   |
| Yes   |
| This would work only to help with congestion. Pickering village is a beautiful place, and the heritage sights are important and adds to the value of the neighbourhood. I think it would be awful to remove the heritage sites  |
| Best option   |
| To be effective, this would have to be done from the start of Kingston Rd in Pickering to the end of King St in Oshawa  |
| This is more suitable   |
| The impact isn't worth it   |
| This is similar to highway 7 from vaughan to markham. I can't justify this happening in Durham because ultimately it slows down traffic due to the left turn lanes.   |
| Best option   |
| It's fine to widen the road, but keep it like the rest of Hwy 2 with transit on the exterior and general traffic in the centre.   |

Again, I love how this works in York Region, but feel a system like this would require major marketing to inspire more transit users in Durham. If the proposal here is only between Elizabeth and Rotherglen and not the entire system, I feel this option would be a waste.

better.

YES...buildings are nothing special and looks dumpy anyways...time to rebuild and do it right for the long run

Not in favour. Massive expense for this very small stretch. Monitor your transit schedule better. TTC has to do it every day. Have you travelled on the south/northbound transit routes in the city. They sit in kilometres of traffic.

This option makes the most sense despite the cons.

nope

Better than the other options. All traffic has the best chance of flowing smoothly.

Best option. Not sure if there is enough room though.

Alleviate a reduction of through traffic lanes and increasing flow. Prefer bus lanes to be located on outside lanes inside of centre allowing for better flow and less potential danger to pedestrians

this could be an option to compare... Cultural heritage and history can be preserved in an alternative way too... Left-turn in intersections can also be reduced with inter-connected corridors in-between yet away from kingston

Again, are 2 lanes needed for the centre bus option? Can space be optimized better for the buses by only using one lane for buses? There might have to be some impact to the properties alongside the road in order to come to some kind of solution especially once that casino development is put in on Church. In all these scenarios, some kind of traffic calming strategy would need to be implemented because, for instance, the above option would allow for speed to continue to be a problem in this area. The through lanes are just too inviting for people to drive the way they do on the rest of Hwy 2.

Yes...will keep traffic moving

they paved paradise and they put up a parking lot -- cars can take the 401, it's right next door

This will have to happen I. The near future as the community is building up and with the new casino so much more traffic will occur.

A very big NO? This is a historical area. The 6 lane road way should not even be an option.

Best option for all commuters! Buildings are too close to the road and aren't really historical, more like eye sores!

Pickering Village has been a centre point of Pickering/Ajax - that would destroy everything - your talking about a grave yard and historical building - HOV lane is the way to go

Make it 6 lanes to improve traffic

Giving transit their own lane is a waste of taxpayers money in this region

More accidents.

6 lanes are better

This would greatly impact the businesses in the area and could cause people to lose their livelihoods or even homes.

Support as it provides 2 lanes for car travel each way.

This is a great option! Taking a traffic lane away would create snarling traffic and people will be less likely to drive in the bus lanes

No!!

Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...

I don't think there is room for more lanes. But if there is that could work. But I wouldn't want to see any existing buildings torn down to facilitate this.

Much better all around transit movement

Even more dangerous than the last options.

Yes, maintain 2 lanes with separate transit in addition

Widen to create a bus lane only

I really would not like to see the heritage stuff go. I wish there could be another route option.

We have historical homes by the road we need left lane for high school on church

So far the best option if a bus lane needs to be incorporated.

This isn't terrible - other than the amount of time it will take to accomplish it. Honestly, it's truly embarrassing how long it takes for road work in and around the GTA. And it's getting slower!

Pickering village historic properties need to be protected. Turn lanes into existing residential neighborhoods need to be protected. Leaving two lanes in each direction should be the priority.

Absolutely not warranted and damaging or removing existing buildings is a waste

A great option, by far the best



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| Good idea. It helps both regular traffic and transit move smoothly   |
| Is there seriously enough space for this?! Is it safe?!  |
| Better option for traffic flow, but how can this be done without impacting historical buildings??  |
| Doesn't solve my previous concern for the safety and increase in pedestrian traffic. Plus, major disruption to the existing property and cultural significance of the area. The area should be preserved the village and not modernized  |
| Yes thus is the best option if study show area need transit lane   |
| There isn't heavy transit users to begin with so this option does not work.  |
| not enough space   |
| No   |
| Those heritage buildings are landmarks there. This is great for downtown Toronto but this is a small area.   |
| No as impacting of the cultural heritage is not acceptable   |
| I can live with this. Limits impact on traffic and allows for faster bus service. Not sure what specific historical resources people are concerned about - I don't see anything really worth saving along that stretch from a historical standpoint.   |
| This is not a good option. Leave it alone as it is now.  |
| I think it is ridiculous to even consider doing this. Traffic in this area is already busy it would be total gridlock if this was to take place.   |
| I also believe that we should be following Toronto's system of rush hour only for bus lanes.   |
| Better idea but widen it to 6 lanes with transit on inside so as to maintain left turn options   |
| Better as it keeps 2 lanes for cars still, however, however terrible that you want pedestrians and more so kids taking the bus to have to cross traffic and wait in the middle for a bus and take chances with their lives that drivers will see them or that they won't run out in front of a car trying to catch that bus. |
| Best of the options, however, where is the extra room going to come from? And how long is it going to take? 10 years like the Kingston Rd/Brock Rd changes?? No Thanks!!   |
| If you need to build a bus lane for the few riders that you currently have, then this is a decent option. However, traffic is at a stand still. Why can't you allow something similar to an HOV option rather than simply buses?   |
| ABSOLUTELY NOT!!! WHY DOES CANADA NOT HAVE RESPECT FOR ITS HERITAGE!! TO FOREVER CHANGE THE VILLAGE IS DEPLORABLE-   |

SHAME ON ANYONE WHO WOULD DESTROY MORE HISTORY AND GREENSPACE -I do not believe that ridership now and even in the future constitutes these changes especially given such a short distance in question

Leave Pickering village the way it is. Please

This should not be considered at all. The busses that travel this corridor should not take precedence over all others. The expectations that other vehicles/pedestrians/bicycles need to divert so the busses can be the main traffic is obstructive. This is the worst option of them all. The damage inflicted on the heritage of the area could never be regained.

You cannot do this to our heritage. Use Bayly instead. It's able to be widened region wide with very little impact. The properties are already set back far enough to allow adding lanes.

absolutely not

Not a good idea

no good

No it's not an idea it's a nightmare

Do not see how this is even feasible. There is not enough room.

This one... position for the future

I am concerned about the impact to cultural heritage resources and properties.

Not sure how an additional lane would be added in the current space, however this would preserve the current traffic flow AND give transit their own lanes. Having said that, I am not sure this is workable given the amount of available space

### Pinch Point#3: Alternative Option #1

HOV (4 Lanes) Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants. Cross-sections are conceptual  
Pros Maintains existing left-turn access to driveways No impacts to cultural heritage features or property  
Cons Less reliable transit service than options with dedicated bus lanes BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic

### What are your thoughts on this option?

Opposed

More realistic than previous option but still restricts vehicular traffic to some extent.

Hard to enforce, as existing lanes on Dundas in Etobicoke show.

This option would be good, if priority is given to the HOV lane with advanced

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| signals to allow buses to advance through light first.  |
| Probably the best way to go forward with this section - HOV may encourage people to carpool as well, lowering total cars in the road  |
| no  |
| Not good for transit speed, inefficient use of tax dollars.   |
| No use. Many people won't follow the rules.   |
| I support this option, it was a suggestion i provided with the first example provided.  |
| None of these options are acceptable. You cannot take a roadway that is already bumper to bumper and reduce to one lane of traffic in each direction. Look for other roads that could accommodate this  |
| No  |
| nope.   |
| Again, This would be an absolute traffic nightmare! The amount of cars compared to buses travelling this route makes this a very bad idea and would lead to massive congestion. Honestly, unless the road can be widened to accommodate more lanes, it is better left the way it is compared to any of these "solutions". |
| The previous solution with the creation of 2 more lanes is the best option.   |
| Still creates traffic nightmares. Hov lanes would hardly be enforced making it a waste of resources used to create them   |
| Sorry I get paid to consult   |
| Bad idea  |
| I don't like this option either. Any reduction to traffic in this lane is going to affect the neighborhood  |
| no  |
| Seriously? I do not like this proposal  |
| No.   |
| No  |
| This also makes sense   |
| You will be impacting all the historic houses on Kingston Road. You have a Quaker Meeting house that is over 150 years of age the Town of Ajax just spent over 3 million dollars to repair it and bring it up to Code and you want to see it ripped down for a new transit plan. There is the original village church     |

(United Church) that would be lost with this plan. That church again is over 100 years old. Don't old buildings count? You will have to come up with a plan that makes sure that none of the historic building will be destroyed in the name of progress. You people are a bunch of idiots. I would like to use another term but it would not be polite.

Perhaps goods movement should be re-routed to Bayly or Taunton which are better equipped to handle that kind of transportation. I can't imagine how there would be significant delays in Hov lanes, the transit only lanes are not swarming with buses.

No one follows these rules

No. Leave lanes as is

Reducing traffic for small amount of users is crazy

It's not necessary.... it's not a highway and shouldn't be treated as such.

No again! The HOV lanes in Ajax now are not observed, so why would you want to extend them into an area that is narrower and will only cause more traffic problems? Leave it as is. No need for change.

Realistically how often do the buses run rarely see them

This would be my second choice... but realistically it's pretty much what we already have since we all know the HOV lanes will not be used as intended.

No HIV lanes

Might be a good compromise.

Current HOV lanes are used inappropriately on a daily basis  
Enforceable ? Haven't ever seen such, also willingness to prosecute ?

No !

No, little transit options, cars required.

Do not prefer

This might be better than option 1.

Keep casino traffic away from the village and you won't need bus only lanes that will make getting through that area impossible.

Don't love it

Again, this is going to impair traffic during rush hour; just leave as is

Yes but still keep accessibility in mind.

Don't like it.

where is the continuous, connected and safe cycling lanes?

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|---|
| Against this.   |
| This is a good alternative option as there will be a decent amount of vehicles able to use both lanes.  |
| hov lanes in this area are not realistic related to the population, it's families and people passing through, focus on ease of use for all  |
| Reduces capacity overall - HOV lanes only work if there is regular enforcement which is an added cost - not a fan of this option.   |
| Preferred   |
| I fell the current system is working. Traffic usually only starts backing up east of Westney road. Making the current bus lanes HOV likely won't work as people already use the bus lanes for themselves affecting DRT and Go transit buses. There is not enough enforcement of the current bus lanes so adding more at an area where it's not terrible will only impact local residents. |
| People will not abide by HOV, they don't pay attention to bus only lanes the way it is  |
| Why bother? This is the suburbs. People with families will inherently have at least 2 people in a car. If there is an HOV lane in this section, then the bus only lane that extends to Salem needs to change to an HOV lane. Then, maybe, this might encourage carpooling.  |
| Not bad.  |
| Who is going to monitor this. No leave full two lane access   |
| No  |
| This is a good option. Allowing traffic to flow in both lanes   |
| 2nd best option   |
| The bus lanes further east in Ajax are not used to capacity now. They already cause problems during rush hour traffic. Why cause more problems somewhere else in Ajax?  |
| Again - a left turn option is a pro?  |
| This doesn't seem to have enough value for a pro considering all the cons   |
| just add an HOV lane. This will probably be the best option.  |
| I don't think this solution provides any added benefit.   |
| This is my favourite option, as it allows higher occupant vehicles to travel in either lane and may encourage commuters to carpool or ride transit. This option would have to be enforced to ensure only HOV are using the lanes.   |
| No!   |

|  |
|--|
| That may work OK, but totally fine once Highway widened  |
| Maybe  |
| No. Reduces number of lanes.   |
| better   |
| Inferior option since most cars have single occupants and the HOV requirement will slow traffic in rush hours down even further than it already is. Also, with people being likely to be reluctant to use transit henceforth due to COVID-19, this is the worst time to be trying to prioritize transit and frustrating car drivers by so doing. |
| Second best option at this point. Still allows a certain amount of traffic to use second lane.   |
| Good idea. Bus lanes are minimally used leaving them open for potential use while encouraging carpooling.  |
| Not finding that HOV lanes would be well used in Ajax. Most people traveling in their cars are not traveling with a large number of people in the car, this might have some correlation to the unfriendly, pedestrian access in the region.  |
| This bottlenecking would be a nightmare, one through lane one way and one the other.   |
| No.  |
| left turns need to go  |
| No. Traffic lanes need to remain the same as current or be improved to also consider ALL forms of transit whether public or by car.  |
| Include electric vehicles being allowed to use the HOV lane, if this is an option. We need to promote greener vehicles.  |
| Like I said YES  |
| Will never work  |
| Wasting taxpayers money  |
| Lose those bus lanes. I think the 1 bus every 30 minutes can go in regular traffic.  |
| Please keep all 4 lanes for general traffic  |
| Any option that reduces the lane traffic through that area is a bad option. The traffic is already horrible through there and will get worse when they open the casino on Church.  |
| Oppose as it does not support 2 lanes of car traffic each way.   |



No...6 lane is what I believe in see my previous answers. People will drive in these lanes not matter what. It feels like those of us who have to drive are going to be punished for driving. Why is that?

No. 5 This is NOT Toronto where the main mode of transportation is TTC/ public transit.

Already the bus lane/ job on hw2 near Harwood is empty 99% of the time, where ppl have to turn into the middle lane o my to drive less than 50 meter to turn into the Best Buy parking lot. Terrible, waste of taxpayers money. This is a make up job

Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...

No...there are not enough other options for routes if your not HOV. Don't forget with the new casino there will be more traffic headed to Church street.

As bad as page one

HOV lanes will increase speeding in this 50km area. You should be taking safety into consideration.

No

No thank you this is not Toronto

sure, its better.

Until transit from Durham into gta improves and become affordable people will continue to be forced to commute by car and any reduction in lanes will be a nightmare.

NOPE - again SLOWS down movement of traffic in an already VERY busy area! What are you thinking?

Existing HOV lanes closer to Salem Road are not even close to capacity. They add confusion for motorists, where we often see drivers making very sudden lane changes.

Slightly better choice

great option, a better option would be transit route during non rush hour times

We r talking a residential area !!?!

No. Do not reduce car lanes. Need 4 lanes.

How does this reduced traffic? Won't it just create and heavier left lane especially during rush hour.

H O V lanes are under utilized waste of time

There isn't heavy transit users to begin with so this option does not work.

|   |
|---|
| like this   |
| No  |
| Nope  |
| Less bad than transit only but still will cause traffic nightmare. Especially when any of the frequent issues on the 401 in the area drive traffic off of it.   |
| HOV lanes are great on paper, but don't seem to work in the real world - will still result in delays and will not improve bus service.  |
| Again I think you should just leave things as it already is in this area. However if you feel the need to change to something just to say you did something this would be the best option.  |
| This seems like a more reasonable option.   |
| Not much  |
| Again Terrible idea, you need both lanes available for cars. Buses don't have that many people and right now it works how it is so why fix something that isn't broken.   |
| No  |
| Horrible! Traffic is crazy in that area now with 4 lanes of traffic . Cutting it to 2 lanes will be catastrophic!! The residents prefer to be in their homes for dinner, not sitting in bumper to bumper traffic!   |
| One of the better I believe   |
| Ridiculous!! How can you even police that? By the time you merge you would be at Rotherglen!!   |
| Leave Pickering village the way it is.  |
| This takes into consideration the area's needs as a whole. This means that all vehicular traffic is included in a way that means no one party is disadvantaged by the option. This would be the best presented option. It also means the heritage of this stretch of roadway can be maintained. |
| You're kidding right?!?!?   |
| absolutely not. pls leave it as it is. traffic with two lanes is ridiculous.  |
| Not a good idea   |
| no good. Too much traffic   |
| Traffic chaos for everyone  |
| Again...doesn't anyone drive West in your study.  |
| Nah, buy out the historical sites... not significant historically. Even so...   |

|   |
|---|
| reinvigorate the locations  |
| I think this is best option. HOV lanes AND optimized traffic lights.                      |
| again... reduction in lanes for non-mass transit is not workable on this section of Hwy 2 |

We are committed to keeping you informed. What additional information would be helpful?

|  |
|--|
| Info on signal priority!   |
| A detailed design.   |
| There does not seem to be any bike lanes. Fact of the matter is bike lanes are not safe for cyclists. It would be ideal to convert sidewalks into MUP as painted lines on the road provide no safety whatsoever.   |
| Restricting traffic to less lanes to accommodate buses only lanes would make an already bad situation much worse, with added horrendous rush hour congestion. The only viable solution to ease traffic flow reduce congestion is to widen the road and add more lanes. We already see how awful the congestion is on Rossland where it is 2 lanes only between Church and Lakeridge, it is especially bad between Westney and Audley. Widening this road to 4 lanes as well would greatly improve traffic flow and ease congestion on Kingston Road. Please widen both roads. Anything less would not be helpful, especially with the increase traffic demands as our population and workplace density continue to rise. |
| Sorry I get paid to consult  |
| Stop this insane lane reduction talk.  |
| Who is the nimrod who came up with the plan & I would suggest that he come out to Pickering Village for a meeting with all the residents concerned. Tell him to make it shortly. I want to be kept abreast of everything that is going on. Metrolinx is a few bricks short of a load. You should not have so much control over what is going on. It is what the people of the area want not just change for change sake.   |
| Perhaps ensuring that homes in the surrounding neighbourhoods are informed of the proposed changes and able to voice their opinions.   |
| Continue to keep the residents of Ajax informed about all things related to this issue. Public meetings should be held regularly during the decision process.  |
| A complete nightmare and realistically how often do these buses run...rarely see them and why do they have special privileges...stupidity like the bike lanes  |
| I'd be interested in seeing the traffic studies done on the area   |
| Current times vs projected times<br>Ridership volumes<br>Projected costs for each scenario ( cost over runs)   |

ACCESSIBILITY, don't forget it as has been done so many times in the past. Start showing Ontario how it should be done. Exceed expectations. 2025 is not that far away. DRT and METROLINX have failed badly at compliance. Show us that you can show some Leadership that exceeds the requirements of the all the STANDARD's.

Accurate comparisons of how well these plans have worked within Toronto. If they haven't drastically eased congestion there, don't implement them here.

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

This is generally a terrible idea and should not even be considered. Affecting local residents and property values would not actually benefit Pickering Village residents or the residents of Durham Region.

What assessment was done regarding snow removal for these options? How will the road be cleared when there is a platform in the middle of the road?

More unbiased pros and cons.

Why does someone feel we need any dedicated bus lanes in Ajax?

The bus routes aren't used enough though this area for the upheaval

Updates on the progress of this project.

Is this only to decide the small 1 km section between Rotherglen and Elizabeth or to change the system overall? Seems pointless for such a small section.

not enough people using buses for any altering.

is there enough room to add bus lanes with existing sidewalk configuration?

Try to alleviate options that push traffic onto local residential streets thereby creating other issues and dangers

vision and expectations from the project

What is the ridership on the busses that make this worth exploring?

What are the commuter predictions on Go Trains vs Busses (Go or DRT, etc)?

Preserve Pickering Village

Use some common sense. Most people who live in Durham work outside Durham as there's very little industry here, due to the by laws limiting it.

Please keep all 4 lanes for general traffic

I work in this area and drive through here daily. If you reduce the lanes in any way the traffic will be at a stand still. It is bad enough now. Once the casino

opens it will probably be worse. I advise you do not do this.

None of this is needed

This area is a vehicle needed area .

Not like the city of Toronto...please back off with these bad ideas

Consult with local residents we have to live here.

Yes. A mailing to all residents and perhaps a town hall. Perhaps we should get to vote on this...after all we pay taxes here.

Facebook updates

With the addition of a casino in the near future reducing lanes will have the opposite affect on traffic and safety.

If what if anything has this to do with New Casino going up south of Church street just before Elizabeth?

Adding a highway interchange at Church Street would help to divert traffic directly into Durham Live. Ideally, we would hope to avoid attracting motorists to surface roads surrounding the casino.

Sorry. I Don't see the huge need for change?! Is there something I'm missing?

Why do we feel the need to change it?

Perhaps look into increasing other roads. Kingston rd/hwy 2 has always been busy and with an influx of people into that area, there need to be more option of travel in that direction.

I strongly believe that you need to make no changes to the area and paper in Village. It is only a small stretch in the whole plan of your revitalization of transit for Durham region. Keeping it the same will not hurt anything

This seems like the decision has already been

Stop wasting people's money on poor ideas. Obviously those that thought this up don't live or use this section of the road otherwise, this never would have come up for discussion. Worse idea ever

How long will this "project" take?

It seems that people making these decisions don't actually travel these routes, rather they use data & algorithms that don't show the complete picture

Who makes the final decision? Is there a public forum anytime for this? Approximately when will this decision be made ?

The residents of Ajax and Pickering will be greatly effected by the decision and choices made regarding the pinch point. There should be an opportunity for the residents to have more than just this survey to have their say. There should

also be a public forum or meeting.

Yes

Just tell us all when this crazy stupid idea is cancelled

## Do you have any other general comments?

I appreciate the time the design team spent explaining the options at the PIC in Pickering Village.

I appreciate the opportunity to comment. I trust comments will be read, digested and debated appropriately with an open mind, and that concerns regarding impact on adjacent secondary roads will be acknowledged. If there is any doubt, it might be worth considering a pilot, where, for a period of time, lane restrictions are put in place in order to document the ACTUAL behaviour of motorists, not the modelled behaviour. Thx.

test

The proposed stop at Notion road is located within a floodplain. Therefore any future growth would be extremely limited. The stop should be moved slightly east to Elizabeth Street to accommodate growth within Pickering Village.

Could you please focus on cycling infrastructure and streetscape improvements, too? Thanks!

What are the timelines? We have Pickering Casino going live in January with increased traffic expected  
How long will the project take

The entire notion of taking a roadway that is bumper to bumper daily and reducing lanes is ridiculous. This project should be taken off the table unless there is an option to widen Kingston Rd through Pickering Village

Maintain 2 lanes in each direction for traffic. I beg you!

Please consult directly with Pickering Village residents before closing this study. I live in the area and this is the first I have heard about this work.

Thank-you for your consideration. I have been a resident of Ajax for 33 years and have noticed the immense increase in traffic congestion. Widening the roads is the only realistic long term solution that will meet the demands of our community and neighbouring communities.

Disappointing plan.

If there is room for 6 lanes, seems the logical (and less confusing) choice would be to continue/extend the existing Kingston Road layout ie. curb lane for buses only, 2 lanes for vehicles.

Sorry I get paid to consult

Keep everything as is



|   |
|---|
| Reducing lanes is stupid.   |
| Traffic eastbound is already terrible. I have to go from pickering to Ajax everyday to my sons daycare, anything resulting in further delays will have a very bad impact on a lot of families   |
| It would be a very bad idea to reduce the traffic lanes.  |
| Metrolinx has a few screws loose. You cannot even co-ordinate transit across the GTA. So until you can do that leave well enough alone.   |
| Doesn't matter what you do your ----- over motorist but what do we matter we only pay for a majority of the road system   |
| Unless there is space to add dedicated bus lanes (which I don't really see), creating even more congestion and danger in neighbourhoods seems inappropriate just to accommodate transit that only goes by once every half hour.   |
| Leave this portion of Hwy #2 alone. Any of your suggestions are not good for this area. You are talking about making changes through an historic village and we don't want this to happen.  |
| Please respect the businesses in the area- they are primarily small businesses but provide a vital part of our local economy. Making it too difficult to access them will cause a huge impact on their ability to continue being sustainable businesses.  |
| We need to consider the impacts of traffic through Pickering Village when Durham Live is built. Reducing lanes will have significant impacts on the lives of Ajax   |
| To understand the full impact on historical buildings   |
| This is a really stupid idea ! All options.   |
| Please just leave it the way it is, traffic will be a nightmare in any of the scenarios show.   |
| Please consider widening the lanes along Rossland road from Church to Highway 412 AND north off Rossland along Westney road north.  |
| Make a public statement as to your failures of the past and your commitment to change in the future. Start rethinking the Fall Public Accessibility Meeting. This is another example of how you are not meeting your obligations in meeting IASR/ AODA obligations. Lets see a meeting that is truly committed to accessibility and just not presented to satisfy the  Accessibility Directorate of Ontario. We are tired of past mistakes and now want to see true commitment. |
| Consider a subway system in Durham region, especially Pickering since it's so close to Toronto.   |
| This is NOT what was presented at your open houses??  |

I currently work at PTC and live off Church st. Currently with all lanes functional on a normal school day but takes 10-15 min as is to head eastbound where as it takes 6 min to head to work on the morning. I have switched jobs to be closer to home than having a commute if it were down to 1 lane this time would exceed 15 minutes to go 3 km. To me doesn't make any sense as a driver.....

More enforcement of the bus lanes would actually be better. As well as making the 407 ETR. Less costly.

DRT needs to have the kids rde free policy as TTC. No paying adult is required on the TTC fir kids to use the transit. Kids are capable of taking the bus without their parents.

To change any of Kingston Rd between these streets is a waste of town money and will cause a second backlog of traffic along Kingston Rd next to between Westney and Harwood. And why is that backed up you ask? Dedicated bus lanes

While a BRT makes sense in theory, most busses are slow and people would rather take the GO Train.

Stop wasting tax payers money on non necessities!

Do the right thing now even if means taking down buildings!

Be wiser with your budget!

no

Find ways to improve transit system to encourage increased usage to justify dedicated bus lanes. Currently underutilized and transit routes do not support many car travellers opting to switch to bus options for travel purposes.

Capex management on the schedule, especially with CPG's reputation

This is a culturally significant area, short section. Leave it as is and let the bus and cars share the current 2 lanes in each direction.

thanks for thinking ahead

Try routing busses to use Randall & Lincoln to the south of Kingston (runs parallel to Kingston) and then either back into Kingston; or south on Rotherglen out to Bramwell to get onto Westney.

If you increase lanes on Rossland Road it will ease traffic on Hwy 2

More advanced left turn everywhere. We are a growing community but getting around is frustrating because making a left turn takes a long time anywhere in our region

DO NOT PUT IN BUS LANES OR BIKE LANES. we're getting more traffic every day and people need the cars, the busses don't do enough or run often enough. This is not Toronto, but Durham.

|   |
|---|
| Please keep all 4 lanes for general traffic   |
| Yes. For the limited amount of buses in Durham Region this is a ridiculous proposal. It is bad enough through the rest of Ajax. It will kill the traffic flow. I have lived here for many years and the amount of times I've actually seen buses in those new lanes you've put is I can practically count on one hand. Toronto doesn't have dedicated Bus lanes and they have a better bus system by actually have more buses. All in all this proposal through Pickering will destroy it for what 1 bus an hour? |
| Taking a lane away will just add so much more traffic...it's bad enough trying to get anywhere.. Drivers who need to drive should be considered and not left to deal with having a lane taken away when adding 2 would be a solution for everyone   |
| Bus lanes are a bad idea...this will make traffic worse...leave it the way it is...   |
| its bad enough there will be more traffic because of PICKERINGS casino on Church Street ... taking away car lanes will create chaos.  |
| No  |
| N/A   |
| Public transit from Durham to GTa needs to be improved before any reduction for general traffic should be reduced.  |
| Leave it alone please. Don't make matters worse.  |
| It seems that it's forgotten that drivers of vehicles pay money to the government for tiny sticker every year and a license renewal every several years. Why are we then treated as if driving those vehicles is a nuisance. STOP increasing rush hour traffic to the east end. Someone please have some common sense. It's NOT just about making it easier for those who take public transit. Honestly!  |
| Please keep historic Pickering Village intact, despite the influx created by the new casino. This includes surface roads, encroachments and unnecessary bus/HOV lanes through the Village.  |
| Unless the transit system itself is improved, changing the traffic flow for the majority is not only a wasted expense but not necessary   |
| Next, the speed limit on church and the intersection in front of town hall should be looked at, left turns at that intersection is terrible due to the median in the middle   |
| Please prioritize safety and cultural heritage of the area.   |
| Think of businesses in the area and the impact construction will have with no benefit to anyone with the increased lanes  |
| No bus lanes!!!   |

Do whatever is inconvenient for cars

Who is paying for this big inconvenience?

Look, bottom line we are talking about traffic back ups on a very congested Hwy 2 route if we reduce lanes for regular traffic. The bus service is so lightly travelled I don't see a reason to inconvenience so many people in order to provide priority lanes. I also don't see what "historical" sites will be impacted by widening the section of street - the no tell motel, off track gambling, a restaurant? What's the issue? Let's try to keep traffic flowing. The casino is already going to be a problem, let's not make it worse.

Yes get rid of the bus lane only system in Durham region. It is very underused have those lanes be there for existing traffic. If in future you find that traffic is starting to get to be an issue then change them to the HOV lanes. But even that should only be in the future not in the present. Right now we do not need bus lanes at all.

Stop paying people to come up with ideas that make zero sense.

We need to improve traffic flow, not bog it down with construction projects. Expand Rossland Rd to 2 lanes each direction FIRST, giving residents options, before you start messing up Kingston Rd.!!

Is this just more pretend ask the public to appease them then do what is best for the huge traffic problems created by the new casino? Pickering Village continues to be on the losing end of all these decisions

This stretch of roadway is more than just the busses of the DRT that travel along it. Yes, people want to be transported safely and efficiently, but not at the expense of the busses being the main focus and priority of the region. Especially since it is seen on a daily basis now that the bus lanes on Hwy 2 are empty for the majority of the day.

Use Bayly. This solves the Pickering casino traffic fiasco as well. Leave highway two as is. Bayly is ready for widening. Have you driven it to see that the properties are already set back far enough to add more lanes.

Nope

Leave it, it works, just walk away and do something useful

Absolute nightmare....why don't you widen Bayly more room to do so. Why don't you do what Europe does...give seniors free transit.

What are the milestones and timelines for making and implementing decisions in this regard?

## Pinch Point #4: Downtown Whitby From Frances Street to Garden Street

### Pinch Point#4: Intro

Study Area: Key considerations for the Downtown Whitby pinch point are: Narrow right-of-way with buildings located close to the property line Some cultural heritage resources On-street parking will need to be removed or relocated

### Pinch Point#4: Technically Preferred option

Technically Preferred Option: Curbside (4 Lanes) Convert curbside general traffic lanes to dedicated transit lanes. Cross-sections are conceptual Pros Provides priority for transit, improving speed, reliability, comfort and convenience Avoids impacts to buildings Minimizes potential impacts to cultural heritage resources Cons On-street parking will need to be relocated to side streets or municipal parking facilities. Today on-street parking is restricted in peak hours in peak directions. BRT shares curbside lane with local transit, resulting in delays and longer travel times Reduces capacity for general traffic and goods movement

### Pinch Point #4: What are your thoughts on the technically preferred option?

Not a good idea. There are not enough transit users in Whitby to accommodate the removal of street parking and a stand alone bus lane. In addition, those areas do not require a bus every 5-10 minutes. If doing those for a bus every 15-30 minutes, the benefits do not outweigh the costs in this area.

Downtown Whitby should be a pedestrian zone with zero traffic. Learn from the European model of pedestrian only zones in city centres. They are vibrant and packed. All traffic is routed around these zones. Even bicycle traffic is restricted in many of them. We should do the same if we want to boost the vibrancy of our four corners.

Parking is necessary for downtown businesses to compete. Divert the buses to side streets if necessary.

I am of course disappointed that Durham is only receiving buses while Toronto and other districts continue to get far better transit options such as LRTs. The pinch point noted is already congested most days at 4 lanes. Parallel routes must be used to infiltrate one block north and south of the pinch point to allow one way traffic to flow around the main pinch point at the Brock/Dundas intersection.

It is already congested with two lanes for traffic. Reducing it to one lane will make the local traffic much worse. What about allowing carpool vehicles to join the bus lane?

~groovy~

Not good enough, pretty inefficient for transit.

Good option, but you will need to collect hard evidence on whether the on-street parking is used by customers at local retail.

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

#### Pinch Point#4: Alternative Option #1

HOV (4 Lanes) Convert general traffic lanes to HOV lanes to be used by transit and vehicles with a specified minimum number of occupants. Cross-sections are conceptual  
Pros Maintains existing left-turn access to driveways No impacts to cultural heritage resources  
Cons May affect on-street parking BRT shares curbside lane with HOV traffic and local transit, resulting in delays and longer travel times

#### What are your thoughts on this option?

There are not enough transit users in Whitby, but it's better than option 1. I feel like it'll just create more traffic and headache. Whitby downtown isn't that busy to warrant this type of change.

see previous comment

Again, parking is more important for downtown businesses. Divert the buses to side streets if necessary

HOV lanes in Ontario are not monitored by police. Up and down Highway 2 now, vehicles are driving HOV lanes. Disappointingly, Metrolinx has only chosen to provide Durham with buses while other districts receive far more funding for more sophisticated solutions such as LRTs or actual busways.

Not a good idea. Need transit to move quicker to be more effective.

Prefer this option. The minimum number of occupants should be 2.

not groovy

Very inefficient.

HOV lanes will have enforcement issues, and you'll still have cars with 2 people blocking buses with 42 people.

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

I dislike this plan, cyclists dont have a lane, and buses share lanes with traffic

#### Pinch Point#4: Alternative Option #2

Centre-median (4 Lanes) Convert general traffic lanes in the centre of the road to dedicated transit lanes. Cross-sections are conceptual  
Pros Provides the highest priority for transit, improving speed, reliability, comfort and convenience  
Cons Requires on-street parking to be relocated Reduces capacity for general traffic and goods movement Restricts left-turns to signalized intersections, requiring a change in travel patterns Impacts to buildings and properties and cultural heritage resources

#### What are your thoughts on this option?

There are not enough transit users in Whitby. I feel like it'll just create more traffic and headache. Whitby downtown isn't that busy to warrant this type of change. Too many ----.



|   |
|---|
| see previous comment  |
| Again, parking is more important for downtown businesses. Divert the buses to side streets.   |
| This is an excellent option, but I suspect will not be chosen as we don't seem to receive the funding that other regions receive. Metrolinx tends to favour wealthier areas such as Mississauga, north of Toronto or of course the substation amount of Durham money that is funding projects in the city of Toronto. |
| This would be best option. Allows the future of transit to go ahead and allows for a better downtown environment by limiting left turns.  |
| There are too many cons with this. Not preferred at all.  |
| ~groovy~  |
| Good option, transit operations should be prioritized to make Durham a more sustainable place to live. Removing on-street parking would actually result in an increase of customers for businesses. Bicycle infrastructure would also help, with widened sidewalks.   |
| Maroons passengers in the middle of the road. When it's wet or slushy, they will get sprayed from both sides. The BRT should make things better for transit passengers, not make them more exposed!   |
| Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.   |
| I dislike and like this plan, buses do get a dedicated lane, but bikes dont   |

#### Pinch Point#4: Alternative Option #3

Transit Priority Measures Add transit priority measures such as queue jump lanes and signal timing to minimize delays for buses at intersections. Cross-sections are conceptual Pros Maintains existing left-turn access to driveways May not affect on-street parking Cons Least reliable transit service Minimal cultural heritage resource impacts BRT shares curbside lane with general traffic and local transit, resulting in more delays and longer travel times

#### What are your thoughts on this option?

|   |
|---|
| Transit service in Durham is already far below that of other districts in terms of accessibility. I would suspect Metrolinx will choose this system as it is the cheapest. This is generally what Durham gets from Metrolinx. |
| Durham has TERRIBLE TRANSIT! This goes backwards and does NOTHING to help expedite and encourage the use of transit.  |
| I like this option as well. Ensures local traffic is not impacted.  |

|   |
|---|
| not groovy  |
| Very inefficient.   |
| This doesn't improve things for transit passengers at all. It's just the status quo. You'll have buses with 41 people on board blocked by cars with one person.   |
| Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it. |
| no  |

We are committed to keeping you informed. What additional information would be helpful?

|   |
|---|
| What research has been done on cities that have pedestrian downtowns and how they function successfully?  |
| A detailed design, please.  |
| Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it. |

Do you have any other general comments?

|   |
|---|
| Close downtown Whitby to traffic. Route buses along other arteries: for example, Bayly, Taunton, Rossland, East West, Lakeridge, Garden, Thicksen North South   |
| I would like to get a better sense of how much money each region is contributing to metrolinx per capita and how much money is being invested in each region per capita. It is fairly clear that Durham is not a priority for Metrolinx. We are generally left out of major projects and the current bus plan for 2041 is nothing more than what we already have.                                       |
| Favour transit over general traffic in any case. It will lead to more use of transit and less use of personal vehicles. Whitby/Durham has no more room for cars!!!!   |
| Please focus on a complete streets approach, and on aesthetics too.   |
| In general, the BRT should be implemented by converting curbside lanes to bus-only, not by widening the road. The Province, Durham, and all the local municipalities all have policies to shift people from cars to buses. That should include implementing options that make things worse for cars *and* better for transit at the same time. Converting lanes is also cheaper than widening the road. |
| This is NOT what was discussed at your open houses.   |

## Pinch Point #5: Downtown Oshawa from Thornton Road to Simcoe Street

### Pinch Point#5: intro

Study Area:Key factors in the Downtown Oshawa pinch point are:Narrow right-of-way with buildings located close to the property lineMinimal natural heritage features Some cultural heritage resourcesOn-street parking will need to be removed or relocated

### Pinch Point#5: Technically Preferred option

Technically Preferred Option: Contraflow Lanes (Couplet)Convert curbside general traffic lanes on King Street and Bond Street to dedicated transit lanes. Buses would run in the opposite direction of traffic.Cross-sections are conceptualProsProvides the highest priority for transit, improving speed, reliability, comfort and convenience Avoids impacts to buildings and cultural heritage resourcesIncreases compliance of general traffic to dedicated bus lane with BRT running opposite to general trafficConsTwo-way operation will require public education and changes in travel patternsChanges in local bus service may be required Requires relocation of on-street parking on the north side of King Street

### What are your thoughts on the technically preferred option?

Innovative and convincing. I like.

2-way operation of roads here is much superior; any work through the greater downtown Oshawa area must support livability and workability; through quality public realm, walkability and cycling-friendly conditions.

2-way operation supports intuitive movement, transit service both ways on a single street; easier/more intuitive for motorists as well.

interesting option.

Might be kind of dangerous, but sounds like a good idea (if designed properly).

Not clear whether local bus services would use the contraflow lanes.

This option is cheap and effective. Excellent idea.

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

European old cities bit the bullet and took on some distasteful (to some) decisions to provide excellent transit options. Some displacements or demolitions were necessary. Future needs are for more public transit options. That said Oshawa needs to support the Thickson Road option. This city is a bedroom community, depending on Toronto employment. Easier access to Toronto should be our number one focus. The 401 highway is totally inadequate at peak times.

I dislike this plan, it does not have bike lanes for bikes to travel.

### Pinch Point#5: Alternative Option #1

Curbside (Couplet) Convert curbside general traffic lanes on King Street and Bond Street to dedicated transit lanes. Buses would run in the same direction as traffic. Cross-sections are conceptual Pros Provides priority for transit, improving speed, reliability, comfort and convenience No change in local bus service required Avoids impacts to buildings and cultural heritage resources Cons Right-turn movements have the potential to reduce transit reliability Remove parking on the south side of King Street and north side of Bond Street BRT shares curbside lane with local transit resulting in delays and longer travel times.

#### What are your thoughts on this option?

|   |
|---|
| Dedicated bus lanes would be better. HOV on city streets is prone to violations.  |
| Not sufficiently pro-transit  |
| not as good as the previous one.  |
| Less efficient for transit  |
| Not clear why BRT services can't overtake local services using general traffic lanes. Alternatively, bus stops used only by local services (if kept) should be configured to allow easy overtaking by BRT services.   |
| Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it. |
| Everything has pros and cons. Many decisions are selfishly motivated as opposed to choosing what is practical and right.  |
| I dislike this plan, cyclists don't have a dedicated lane.  |

### Pinch Point#5: Alternative Option #2

Hybrid (BRT on King Street) Convert curbside general traffic lanes on King Street to dedicated transit lanes. One lane would operate as a contraflow lane. Cross-sections are conceptual Pros Provides good priority for transit, improving speed, reliability, comfort and convenience, assuming no left-turns on King Street Cons Westbound buses would run contraflow to general traffic Right-turn movements have the potential to reduce transit reliability Two-way operation will require public education Left-turns may be restricted on King Street, requiring a change in travel patterns Requires removal of all parking and patio extensions on both sides of King Street between Queen Street and Simcoe Street

#### What are your thoughts on this option?

|  |
|--|
| See previous comment   |
| No real gains for transit or pedestrians or cyclists, why bother?                  |
| asymmetrical road capacity. 4 lanes of general traffic versus 2. not quite groovy. |
| Bond Street doesn't have room for four lanes, so the cross-section is misleading.  |

You can't assume no left turns on King Street - there will be need for traffic to do that.

Removing all parking will create issues for disabled access - talk to the City of Oshawa about their recent experience with removing on-street parking in downtown Oshawa.

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

As previously stated. The end justifies the noted changes.

I dislike this plan for 2 reasons:

1. One side has more lanes than the other, having one side with too much capacity, and having one with not enough capacity
2. This plan doesn't have bike lanes

We are committed to keeping you informed. What additional information would be helpful?

Where is the continuous, connected and safe cycling lanes? - How can this cycling transportation corridor just start/stop for this cycling network? If you are planning on using a parallel road/street or trail system through this section, please show it.

Meeting dates to discuss go ahead agreements with local decision makers.

Do you have any other general comments?

2-way operation of roads strongly preferred.  
HOV is difficult to enforce and should not be implemented, its a waste to time and money.  
Either claim the space for transit only; or focus on options which share space w/cars but make it pro-transit by design by way of great public realm, comfortable stops/stations, transit-priority lights; and restrictions on parking.

i feel like you guys could do a much better job of integrating GO with local transit (esp. the TTC). RER has a ton of potential for subway-type trip patterns, and I worry its potential will be squandered by too much adherence to the old commuter-centric, drive-to-the-station-and-take-the-train-downtown mentality. Not that that's not still important, but I feel like GO stations should start taking after TTC stations a bit more -- big super efficient bus terminals, pedestrian-friendly entrances for walkup trips, etc.  
Specifically when it comes to this project, I think some attention should be focused on how the BRT will interact with the Lakeshore East line -- especially given the line's future expansion through Oshawa. Surely, many of the lines using the BRT will have start or end points at GO stations. Will transit-lane entrances and exits be a struggle? Is there potential for BRT expansion on

north-south streets leading to GO stations? Will the bus loops at the GO stations be given prominence, or merely be an afterthought? Some things to think about.

thank u for coming to my ted talk. shake n bake baby

Ontario's urban and suburban and rural infrastructure has been lacking a consolidated plan. Metro links will suffer from interferences both physical and political. But they are doing what is necessary. Electrification is a positive step.

I believe that one street would have only Ped/Bike/Bus only, then the other to have the rest of the traffic.

The side with restricted traffic could have patio extensions and "floating" bus stops.





## Appendix J – Emails

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons  
December 20, 2019

**Anna Levytska**

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**From:** DSBRT <DSBRT@metrolinx.com>  
**Sent:** Friday, November 22, 2019 1:47 PM  
**To:** [REDACTED]  
**Subject:** FW: Form submission from: Contact the Project Team

**From:** Metrolinx Engage [REDACTED]  
**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]

Your e-mail address: [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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**Anna Levytska**

---

**From:** DSBRT <DSBRT@metrolinx.com>  
**Sent:** Friday, November 22, 2019 1:45 PM  
**To:** [REDACTED]  
**Subject:** FW: Form submission from: Contact the Project Team

---

**From:** Metrolinx Engage [REDACTED]  
**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]

Your e-mail address: [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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**Anna Levytska**

---

**From:** DSBRT <DSBRT@metrolinx.com>  
**Sent:** Tuesday, November 26, 2019 3:00 PM  
**To:** [REDACTED]  
**Subject:** FW: Form submission from: Contact the Project Team

---

**From:** Metrolinx Engage [REDACTED]  
**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]

Your e-mail address: [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,



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/14402>



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**Anna Levytska**

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**From:** DSBRT <DSBRT@metrolinx.com>  
**Sent:** Thursday, November 28, 2019 2:34 PM  
**To:** [REDACTED]  
**Subject:** FW: Form submission from: Contact the Project Team

---

**From:** Metrolinx Engage [REDACTED]  
**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]

Your e-mail address: [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>



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**Anna Levytska**

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**From:** [REDACTED]  
**Sent:** Wednesday, December 4, 2019 10:33 AM  
**To:** [REDACTED]  
**Subject:** FW: Form submission from: Contact the Project Team

FYI

---

**From:** Metrolinx Engage [REDACTED]  
**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]

Your e-mail address: [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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**Anna Levytska**

---

**From:** DSBRT <DSBRT@metrolinx.com>  
**Sent:** Thursday, December 5, 2019 10:18 AM  
**To:** [REDACTED]  
**Subject:** FW: Comments for proposed Durham-Scarborough Bus Rapid Transit plan  
**Attachments:** Letter to Metrolinx \_BRT\_ 2019-12-04.pdf

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

C/O [REDACTED],

Attached are comments from the [REDACTED] regarding the Durham BRT plan. Please let us know if you have any questions regarding our feedback.

Thank you, [REDACTED]



Website: [Redacted]

Email: [Redacted]

[Redacted]

Metrolinx  
97 Front Street West  
Toronto, ON  
M5J 1E6

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

December 5, 2019

[Redacted]

Dear Sir,

Re: Proposed Bus Rapid Transit System, Oshawa to Scarborough

Various members of the [Redacted] 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]

[Redacted]  
[Redacted]

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Thursday, December 12, 2019 12:44 PM  
**To:** Hailey McWilliam  
**Subject:** FW: Why route your buses through McCowan-Ellesmere Intersection  
**Attachments:** Letter to Metrolinx routes and stops december 12 2019.pdf

[REDACTED]

Margaret Parkhill  
IBI Group  
416 596 1930 ext 61578

---

**From:** [REDACTED]  
**Sent:** Thursday, December 12, 2019 12:42 PM  
**To:** 'Kristin Demasi' <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <alan.filipuzzi@toronto.ca>  
**Cc:** 'Councillor Ainslie' <councillor\_ainslie@toronto.ca>; councillor\_thompson@toronto.ca  
**Subject:** Why route your buses through McCowan-Ellesmere Intersection

Please find attached my observations of your proposal to route Durham-Scarborough BRT buses through the already congested McCowan-Ellesmere intersection.

Thanks.

[REDACTED]

P.S. can you please acknowledge receipt of this email as well as my two previous emails of November 5<sup>th</sup> re cycling in Scarborough and November 12<sup>th</sup> re travel time estimates.

Margaret Parkhill, P. Eng.  
Consultant Project Manager  
IBI Group  
Via email to [margaret.parkhill@ibigroup.com](mailto:margaret.parkhill@ibigroup.com)

December 13<sup>th</sup>, 2019.

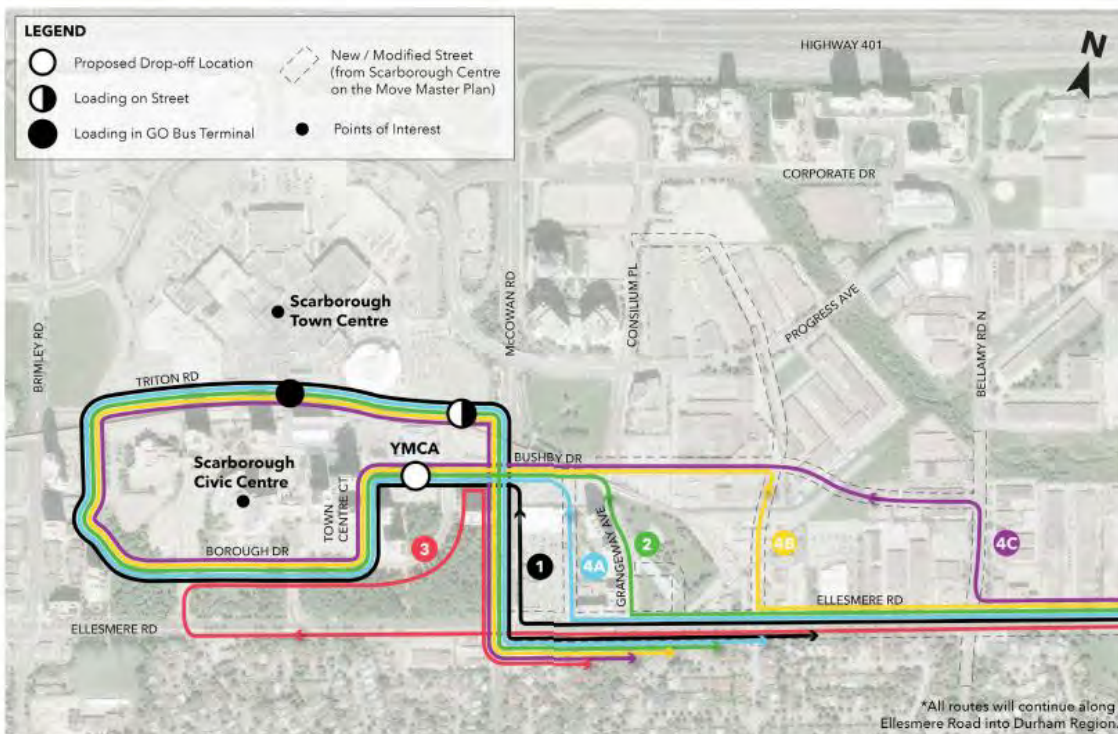
Alan Filipuzzi  
Senior Transportation Planner  
East District Planning Office  
Via email to [alan.filipuzzi@toronto.ca](mailto:alan.filipuzzi@toronto.ca)

Kristin Demasi  
Senior Planning Officer, Planning and Policy  
Metrolinx  
Via email to [Kristin.Demasi@metrolinx.com](mailto:Kristin.Demasi@metrolinx.com)

**RE: Durham Scarborough BRT Routes and Stops.**

Dear Mesdames and Sir:

I took a look at the Durham-Scarborough BRT web site yesterday and noticed the graphic shown below:



I am curious to know why all 6 of your eastbound routes run through the McCowan-Ellesmere intersection: all would make a left hand turn from southbound McCowan to eastbound Ellesmere.

The time taken to travel on your buses from Scarborough Centre to the U of T campus at Military Trail appears to be very important to your project. So much so that you favour the centre media technique because it would take 2 minutes less than the curbside alternative. [13 minutes for the centre media vs. 15 minutes for the curbside as per Exhibit 5.5 of your IBC]

You will blow that 'savings' right out the window if you direct your buses through the Ellesmere-McCowan intersection left hand turn.

There have been several traffic operations studies done in Scarborough Centre over the years: some by the City, others by developers. I'm sure they're all on file. Mr. Filipuzzi can make them available to you.

Every one of them shows the Ellesmere-McCowan intersection is extraordinarily busy.

Take the ARUP traffic study done for the City in May 2013. They examined data for McCowan-Ellesmere from 1984 to 2011 and did their own counts. A couple of their key data sets are appended to this letter.

Their conclusion:

"Of all the intersections, the McCowan and Ellesmere Roads intersection has the lowest LOS during peak hours (E and F) with the highest delay, and very high V/C ratios (1.30 and 2.32)."

"This intersection is the primary constraint in the network. High left turn volumes are competing with high opposing through volumes."

Which raises the question: If the McCowan-Ellesmere intersection is "the primary constraint" on the Scarborough Centre street network, and demand for the southbound to eastbound left turn was expected to be almost twice its capacity back in 2013, why would you chose to show all possible routes for your new bus service making exactly that left turn through exactly that intersection?

Especially when there does not appear to be any need to run your buses through this intersection.



Here's another figure from your website. It shows the places you expect the new bus service will pick up-drop off riders.

So between 'Scarborough Centre' and 'Bellamy' stops, you could run your buses on any roads you want to speed customers on their way.

The Glen Andrew Community Association residents along with our neighbours in North Bendale use the McCowan-Ellesmere intersection. We need it to operate as best it can.

Please take a look at alternatives to get your buses between the stops at Scarborough Centre and Bellamy



Yours truly,



CC via email to Councillors Thompson and Ainslie.

Appendices:

Tables from the ARUP 2013 Traffic Study:

Table 13: Existing conditions traffic operations.

| Intersection                            | Morning Peak Hour |       |     | Afternoon Peak Hour |       |     |
|---|-------------------|-------|-----|---------------------|-------|-----|
|   | V/C               | Delay | LOS | V/C                 | Delay | LOS |
| McCowan Rd/Hwy 401                      | 1.04              | 54    | D   | 0.88                | 34.6  | C   |
| McCowan Rd/Ellesmere Rd                 | 1.30              | 87.3  | F   | 2.32                | 159.6 | F   |
| McCowan Rd/Triton Rd                    | 0.52              | 7.7   | A   | 0.57                | 9.3   | A   |
| McCowan Rd/Town Centre Ct               | 0.66              | 17.1  | B   | 0.80                | 30.8  | C   |
| McCowan Rd/Private access               | 0.45              | 3.4   | A   | 0.54                | 7     | A   |
| Ellesmere Rd/Bellamy Rd N               | 0.44              | 18.3  | C   | 0.36                | 16.6  | B   |
| Corporate Dr/Consilium Pl/Ramp          | 0.40              | 16.8  | B   | 0.52                | 26.4  | C   |
| Corporate Dr/Hwy 401 EB on-ramp         | 0.13              | 4.6   | A   | 0.65                | 15.7  | B   |
| Corporate Dr-Bellamy Rd N/Progress Ave  | 0.73              | 20    | C   | 0.91                | 24.2  | C   |
| Progress Ave/Consilium Pl-Grangeway Ave | 0.96              | 34.3  | C   | 0.47                | 19.2  | B   |

Table 14: McCowan and Ellesmere Roads existing conditions traffic operations summary

| Movement             | Morning Peak Hour |       |     | Afternoon Peak Hour |       |     |
|----------------------|-------------------|-------|-----|---------------------|-------|-----|
|                      | V/C               | Delay | LOS | V/C                 | Delay | LOS |
| Eastbound Left       | 0.71              | 36.5  | D   | 1.06                | 119.3 | F   |
| Eastbound Through    | 1.23              | 151.0 | F   | 0.99                | 65.4  | E   |
| Eastbound Right      | 0.21              | 31.0  | C   | 0.36                | 33.7  | C   |
| Westbound Left       | 1.77              | 405.0 | F   | 2.80                | 858.7 | F   |
| Westbound Through    | 0.61              | 37.3  | D   | 1.35                | 203.6 | F   |
| Westbound Right      | 0.10              | 29.4  | C   | 0.26                | 31.8  | C   |
| Northbound Left      | 1.00              | 111.9 | F   | 2.13                | 579.7 | F   |
| Northbound Through   | 0.89              | 48.5  | D   | 0.83                | 41.5  | D   |
| Northbound Right     | 0.57              | 37.4  | D   | 0.20                | 27.3  | C   |
| Southbound Left      | 0.86              | 81.6  | F   | 0.68                | 50.2  | D   |
| Southbound Through   | 0.62              | 27.1  | C   | 0.76                | 48.8  | D   |
| Southbound Right     | 0.07              | 52.3  | D   | 0.07                | 85.7  | F   |
| Intersection Overall | 1.30              | 87.3  | F   | 2.32                | 127.5 | F   |

Note: I believe ARUP mistakenly switched the data from Southbound Left to Southbound Right. Makes no sense the right turn is an F while the left is a D. Especially since the table below shows the future condition of the southbound right turn miraculously improving to a B. Ask Allan what he thinks.

Table 23: Future conditions: McCowan and Ellesmere Roads traffic operations summary

| Movement                | Morning Peak Hour |       |     | Afternoon Peak Hour |       |     |
|-------------------------|-------------------|-------|-----|---------------------|-------|-----|
|                         | V/C               | Delay | LOS | V/C                 | Delay | LOS |
| Eastbound Left          | 0.83              | 42    | D   | 0.93                | 75    | E   |
| Eastbound Through/Right | 1.02              | 69    | E   | 0.84                | 44    | D   |
| Westbound Left          | 1.20              | 158   | F   | 2.31                | 638   | F   |
| Westbound Through/Right | 0.56              | 35    | D   | 0.94                | 49    | D   |
| Northbound Left         | 1.05              | 123   | F   | 1.23                | 180   | F   |
| Northbound Through      | 1.07              | 89    | F   | 1.03                | 75    | E   |
| Northbound Right        | 0.67              | 43    | D   | 0.46                | 35    | D   |
| Southbound Left         | 1.18              | 160   | F   | 1.92                | 494   | F   |
| Southbound Through      | 0.91              | 57    | E   | 1.17                | 113   | F   |
| Southbound Right        | 0.12              | 80    | E   | 0.17                | 15    | B   |
| Intersection Overall    | 1.09              | 72    | E   | 1.93                | 137   | F   |
| Existing Conditions     | 1.30              | 64    | E   | 2.32                | 128   | F   |

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Thursday, December 19, 2019 9:30 AM  
**To:** Hailey McWilliam  
**Subject:** FW: Durham-Scarborough BRT Responses to letters  
**Attachments:** 2019-12-13\_DSBRT Response to [REDACTED] from Mx-TTS.PDF; 2019-12-13\_DSBRT Response to [REDACTED] from Mx.pdf; 2019-12-16 DSBRT Response to [REDACTED] from Mx-EB options.pdf

[REDACTED]  
Margaret Parkhill  
IBI Group  
416 596 1930 ext 61578

---

**From:** Kristin Demasi [mailto:Kristin.Demasi@metrolinx.com]  
**Sent:** Tuesday, December 17, 2019 4:59 PM  
**To:** [REDACTED] Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <alan.filipuzzi@toronto.ca>  
**Cc:** 'Councillor Ainslie' <councillor\_ainslie@toronto.ca>; councillor\_thompson@toronto.ca  
**Subject:** RE: Durham-Scarborough BRT Responses to letters

Hi [REDACTED]

Thank you for your email and letters dated November 5<sup>th</sup> , 12<sup>th</sup> and December 13<sup>th</sup> regarding the Durham-Scarborough BRT.

Please see attached our response to your comments.

Best wishes for the holidays.

Thank you  
Kristin


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

---

**From:** [REDACTED]  
**Sent:** December-12-19 12:42 PM  
**To:** Kristin Demasi; 'Margaret Parkhill'; Alan Filipuzzi  
**Cc:** 'Councillor Ainslie'; [councillor\\_thompson@toronto.ca](mailto:councillor_thompson@toronto.ca)  
**Subject:** Why route your buses through McCowan-Ellesmere Intersection

Please find attached my observations of your proposal to route Durham-Scarborough BRT buses through the already congested McCowan-Ellesmere intersection.

Thanks.



P.S. can you please acknowledge receipt of this email as well as my two previous emails of November 5<sup>th</sup> re cycling in Scarborough and November 12<sup>th</sup> re travel time estimates.

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.



December 16, 2019

**Re: Letter received on the Durham-Scarborough BRT- McCowan Road and Ellesmere Intersection**

Dear [REDACTED],

Thank you for your email of December 13, 2019, asking about the BRT route options at McCowan Road and Ellesmere Road intersections near Scarborough Centre.

We understand the existing constraints at the McCowan Road and Ellesmere Road intersection, including the southbound left. We will be refining the eastbound options as the project design progresses. Other solutions we are considering include transit signal priority and dedicated turning lanes for transit. The evaluation of the route options will consider traffic constraints, transit operations and public realm impacts.

Thank you for your continued interest in the Durham-Scarborough Bus Rapid Transit Project.

Best Regards,

A handwritten signature in black ink, appearing to read 'Kristin Demasi'.

Kristin Demasi,  
Project Manager, Metrolinx

cc: Margaret Parkhill, IBI Group

David Hopper, Parsons

Alan Filipuzzi, City of Toronto

Councillor Paul Ainslie

Councillor Michael Thompson

December 12, 2019

**Re: Letter received on the Durham-Scarborough BRT- Cycling Facilities on Ellesmere Road**

Dear [REDACTED]:

Thank you for your email of November 5, 2019, asking about the need for cycling facilities on Ellesmere Road.

The City of Toronto and Metrolinx are committed to creating more Complete Streets, which balance the needs of all current and future users. As noted in my letter to you on October 16, the City's Official Plan states some very specific policies pertaining to the provision of sidewalk and cycling infrastructure. These policies are primarily:

*Policy 2.4.1 Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.*

*Policy 3.1.1.5 City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:*

- a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
  - i. the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;*
  - ii. space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and*
  - iii. ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;**
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;*
- c) reflecting differences in local context and character;*
- d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and*
- e) serving as community destinations and public gathering places.*

*Policy 3.1.1.6 Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:*

- a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and*
- b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.*

We understand your perspective that there are currently not many cyclists on portions of Ellesmere Road. As you know, the City's 10-Year Cycling Network Plan identifies cycling infrastructure on Ellesmere Road from McCowan Road to Conlins Road. Cycling facilities play a supporting role to improved transit, providing access to and from transit stops, improving options for mid-distance travel, encouraging a more active lifestyle and enhancing the overall character of the corridor. The City also has an implementation program for cycling infrastructure in place along Ellesmere Road from Markham Road to East of Orton Park (2019-2021). The Durham-Scarborough BRT will support these initiatives and further develop cycling and pedestrian infrastructure in this corridor to encourage growth in active transportation as a sustainable mode of transport.



As you correctly note in your email, additional cycling facilities have a multiplicative effect with each segment of dedicated cycle lanes contributing more and more to the overall use of cycling. The City of Toronto is actively expanding the cycling network. Current major projects are listed here: <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/> and include a variety of types of facility across the city. As of February 2019, the City had installed 619 km of on-street facilities and 354 km of off-road trails to address the growing demand. And as noted above, Ellesmere Road is part of that plan.

York Region has collected overall statistics on cycling usage and have found a very significant growth in cycling, specifically:

- Cycle lanes on Dufferin in Vaughan saw a 13% increase in ridership between 2014 and 2015, and
- Highway 7 at Valleymede (midway between Bayview and Leslie along the viva corridor) has seen a 61% increase in walking in cycling over six years, with 16,000 bicycle trips and 126,290 pedestrian trips in 2014.

You may be familiar with the Transportation Tomorrow Survey which is conducted every five years to assess trends in travel in the Greater Toronto and Hamilton Area. Looking at the survey from 2006 to 2016 it shows:

- In the City of Toronto
  - All travel increased 7% (less than 1% per year)
  - Bicycle trips increased by 160% (around 16% per year)
- In Scarborough
  - All travel decreased by 3%
  - Bicycle trips increased by 92% (around 9% per year)

These statistics indicate that the growth in cycling is increasing. Pedestrian activity is also increasing. Both of these trends will be further reinforced along Ellesmere Road as part of the Durham-Scarborough BRT project.

Thank you for your continued interest in the Durham-Scarborough Bus Rapid Transit Project. You may be interested in reviewing the second round of consultation materials available at [www.metrolinxengage.com/dsbtrt](http://www.metrolinxengage.com/dsbtrt), and the interactive map of proposed stop locations available at [www.DSBRTmap.ca](http://www.DSBRTmap.ca).

Best Regards,



Kristin Demasi,  
Project Manager, Metrolinx

cc: Margaret Parkhill, IBI Group

David Hopper, Parsons

Alan Filipuzzi, City of Toronto

Councillor Paul Ainslie

Councillor Michael Thompson

December 12, 2019

**Re: Letter received on the Durham-Scarborough BRT- Transit Operating speeds**

Dear [REDACTED],

Thank you for your email of November 12, 2019, asking about transit operating speeds for bus rapid transit.

The St. Clair and Spadina streetcars are really not comparable to the proposed Durham-Scarborough Bus Rapid Transit. These lines are located in central Toronto with more frequent stops and a different vehicle type with different operating and land use profiles than that of the proposed Durham-Scarborough BRT.

The Spadina streetcar has 10 stops between Bloor Street and Front Street, with an average stop spacing of about 250 metres. In comparison, the 47 stops currently proposed for Durham-Scarborough corridor have an average stop spacing of 760m over the 36km corridor. The Spadina Streetcar corridor also has a different land use profile and relationship with the transit infrastructure than that of Ellesmere Road and Kingston Road.

The existing Durham Region PULSE service and the York Region Viva service are more comparable:

- PULSE buses are scheduled to operate at an average speed of 28 km/h. As you know, the majority of the existing PULSE route travels in lanes that are shared with general traffic. So it is quite reasonable to assume that, in the future with dedicated lanes and stops an average of 760 m apart, buses along Ellesmere Road will be able to operate at a similar average speed; and
- Viva is scheduled to operate at approximately the same average speed. Off-board fare collection, all-door boarding and far side stops all contribute to improving travel times along the Viva routes.

A key benefit of providing dedicated transit lanes is the improved reliability of transit service. BRT systems including Viva have seen significant improvements in reliability. Frequent and reliable transit service is a key consideration to support a mode shift to public transit.

As discussed in Section 5.1.2 of the Durham-Scarborough Initial Business Case, the operational efficiencies of rapid transit, including travel times and reliability, are gained by separating buses from mixed traffic. The degree to which these operational efficiencies are realized depends on the degree of separation and whether or not buses are running in exclusive median lanes or curbside lanes. These efficiencies are quantifiable and can be accounted for by using metrics such as operating speed and schedule adherence.

The wider benefits of transit infrastructure also include streetscape and public realm improvements, increased active transportation infrastructure and safer pedestrian crossings at key intersections. These benefits will be captured in the Preliminary Design Business Case for the project which will be completed in 2020.

The overall monetized value of reliability is provided in Section 7.1.2 of the IBC. The Centre Median alternative provides a total reliability benefit of \$183 M, and curbside operations at \$122 M.

Technical documents on operating speeds for bus rapid transit that you may be interested to review include:

- Transit Capacity and Quality of Service Manual, 3<sup>rd</sup> Edition (2013), in particular Chapter 3, starting on page 3-35, which compares the different operating environments and transit speed:  
<http://www.trb.org/Main/Blurbs/169437.aspx>
- Characteristics of BRT for Decision Making, Federal Transit Administration (2004) – in particular Section 3.1 on Travel Time:  
[https://web.archive.org/web/20160415111548/http://www.nbrti.org/docs/pdf/Characteristics\\_BRT\\_Decision-Making.pdf](https://web.archive.org/web/20160415111548/http://www.nbrti.org/docs/pdf/Characteristics_BRT_Decision-Making.pdf)
- Bus Rapid Transit: Synthesis of Case Studies, Transportation Research Board paper (2003):  
[https://nacto.org/docs/usdg/brt\\_synthesis\\_of\\_case\\_studies\\_levinson.pdf](https://nacto.org/docs/usdg/brt_synthesis_of_case_studies_levinson.pdf)

- Operational Analysis of Bus Lanes on Arterials Application and Refinement, Transit Cooperative Research Program (2000): [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rrd\\_38.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rrd_38.pdf)

The Durham-Scarborough BRT project recommends widening Ellesmere Road to achieve the planned right-of-way as noted in Official Plan Map 3 Right-of-Way Widths Associated with Existing Major Streets to maintain 4 lanes for general traffic, and add 2 lanes for buses, from at least McCowan Road to Morningside Road, and possibly as far east as Meadowvale Road. These dedicated bus lanes can be shared by TTC, Durham Region Transit, and GO Buses. This will benefit all Scarborough and Durham Region residents.

Thank you for your continued interest in the Durham-Scarborough Bus Rapid Transit Project. You may be interested to review the second round of consultation materials available at [www.metrolinxengage.com/dsbtr](http://www.metrolinxengage.com/dsbtr), and the interactive map of proposed stop locations available at [www.DSBRTmap.ca](http://www.DSBRTmap.ca).

Best Regards,



Kristin Demasi,  
Project Manager, Metrolinx

cc: Margaret Parkhill, IBI Group

David Hopper, Parsons

Alan Filipuzzi, City of Toronto

Councillor Paul Ainslie

Councillor Michael Thompson

| Comment Summary   | Response  |
|---|---|
| <p>Why are stops so close to the intersection? Concerned about potential impacts to drivers vision.</p> <p>██████████<br/>████████████████████</p>  | <p>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.</p> <p>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.</p> <p>More information is available on the project website at <a href="https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit">https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit</a>. You can also view and comment on the proposed bus stop locations at <a href="https://www.dsbrtmap.ca/">https://www.dsbrtmap.ca/</a></p> <p>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.</p> |
| <p>Will GO bus service along Highway 2 be impacted in any way by the ultimate enhanced PULSE bus service? Will GO bus service be maintained along Highway 2 with all existing go bus stops?</p> <p>Will GO bus service to Scarborough Town Centre be maintained?</p> <p>██████████<br/>████████████████████</p> | <p>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.</p> <p>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.</p> <p>More information is available on the project website at <a href="https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit">https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit</a>. You can also view and comment on the proposed bus stop locations at <a href="https://www.dsbrtmap.ca/">https://www.dsbrtmap.ca/</a></p> <p>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.</p>                          |

| Comment Summary   | Response  |
|---|---|
| <p>Concerned about potential loss of property along the route.</p> <p>What are the timelines for approval of funding?</p> <p>██████████</p> <p>████████████████████</p> | <p>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 ██████████ and funding timelines.</p> <p>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.</p> <p>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.</p> <p>More information is available on the project website at <a href="https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit">https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit</a>. You can also view and comment on the proposed bus stop locations at <a href="https://www.dsbrtmap.ca/">https://www.dsbrtmap.ca/</a></p> <p>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.</p> |
| <p>How long does it take to travel from one end of the corridor to the other?</p> <p>██████████</p> <p>████████████████████</p>   | <p>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.</p>   |

| Comment Summary  | Response   |
|--|--|
|  | <p>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.</p> <p>More information is available on the project website at <a href="https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit">https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit</a>. You can also view and comment on the proposed bus stop locations at <a href="https://www.dsbrtmap.ca/">https://www.dsbrtmap.ca/</a></p> <p>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.</p>  |
| <p>Which pinch points are progressing over other ones?</p> <p>How will the city fund all these buses and routes?</p> <p>██████████</p> <p>██████████</p> | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |



| Comment Summary | Response  |
|-----------------|---|
|                 | <p>More information is available on the project website at <a href="https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit">https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit</a>. You can also view and comment on the proposed bus stop locations at <a href="https://www.dsbrtmap.ca/">https://www.dsbrtmap.ca/</a></p> |

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Monday, January 13, 2020 2:31 PM  
**To:** [REDACTED]  
**Cc:** DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David  
**Subject:** Durham-Scarborough Bus Rapid Transit - Potential for property impacts

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]. You also asked about 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

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Monday, January 13, 2020 2:47 PM  
**To:** [REDACTED]  
**Cc:** DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David  
**Subject:** FW: Durham-Scarborough Bus Rapid Transit - Stop placement

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

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Monday, January 13, 2020 1:02 PM  
**To:** [REDACTED]  
**Cc:** DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David  
**Subject:** Durham-Scarborough Bus Rapid Transit - Travel time

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

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Monday, January 13, 2020 1:00 PM  
**To:** [REDACTED]  
**Cc:** DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David  
**Subject:** Durham-Scarborough Bus Rapid Transit - Pinch points

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

## Hailey McWilliam

---

**From:** Margaret Parkhill  
**Sent:** Monday, January 13, 2020 12:50 PM  
**To:** [REDACTED]  
**Cc:** DSBRT; Kristin Demasi (Kristin.Demasi@metrolinx.com); Hopper, David  
**Subject:** Durham-Scarborough Bus Rapid Transit - Response to Comment Sheet

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



## Public Information Centre #3

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

# Durham-Scarborough Bus Rapid Transit System

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## Public Information Centre #3 Summary Report



Prepared for Metrolinx  
by IBI Group & Parsons  
April 7, 2021

## Document Control Page

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|                          |   |
|--------------------------|---|
| <b>CLIENT:</b>           | Metrolinx   |
| <b>PROJECT NAME:</b>     | Durham-Scarborough Bus Rapid Transit                                    |
| <b>REPORT TITLE:</b>     | Durham-Scarborough Bus Rapid Transit System                             |
| <b>IBI REFERENCE:</b>    | 119887  |
| <b>VERSION:</b>          |   |
| <b>DIGITAL MASTER:</b>   | J:\119887_Mx_DS_BRT\5.0 Design (Work) Phase\Consultation\PIC #3\Summary |
| <b>ORIGINATOR:</b>       | Anthony Galloro   |
| <b>REVIEWER:</b>         | Hailey McWilliam, Margaret Parkhill                                     |
| <b>AUTHORIZATION:</b>    | Margaret Parkhill   |
| <b>CIRCULATION LIST:</b> |   |
| <b>HISTORY:</b>          | Version 2.0   |
|                          |   |

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- Appendix I – Email Correspondence
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- Appendix K – Whitby Community Meeting



## 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 (DS BRT), along the Highway 2 and Ellesmere Road corridor (**Exhibit 1**).

### Exhibit 1: Study Area Map



The Durham-Scarborough BRT 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 (PDBC) and a Transit Project Assessment Process (TPAP).

The TPAP is a streamlined environmental assessment process that is specific to transit projects under Ontario Regulation 231/08. The TPAP includes a pre-planning phase followed by a formal 120-day consultation period and a 30-day public review period. To engage with interested persons along this diverse corridor, four rounds of Public Information Centres are planned. Three rounds occurred prior to the start of TPAP, and one round is planned during TPAP.

Public Information Centre #1 was held in Oshawa, Whitby, Ajax, and Pickering in June 2019, and in Toronto in September 2019. Public Information Centre #2 was held in Oshawa, Whitby, Ajax, Pickering, and Toronto in November 2019.

This report summarizes Public Information Centre #3, which was hosted virtually between November 16, 2020 and January 10, 2021. The purpose of Public

Information Centre #3 was to seek input on the technically preferred preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

## 2 Event Information

Due to COVID-19 restrictions and precautions, consultation was conducted virtually on the project website ([www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)). Information on the website included six narrated videos, display boards, design drawings and an online survey to solicit public feedback. The project's online interactive map was also updated as part of Public Information Centre #3 ([www.dsbrtmap.ca](http://www.dsbrtmap.ca)).

The Public Information Centre was scheduled to run from November 16 through December 18, 2020, but was extended through January 10, 2021 to allow for further public engagement and to receive additional feedback.

## 3 Notification of Public Information Centre #3

A number of methods were used to notify the public, stakeholders, and Indigenous Nations of the Public Information Centre, including mailouts, emails, newspapers advertisements, and online notices. 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 #3 is provided in **Appendix B**. The appendix also includes copies of the notifications.

Details of the notifications for the Public Information Centre events are as follows:

- The Notice of Public Information Centre was mailed to 1,333 property owners in Scarborough and 1335 property owners in Durham Region within 30 metres of the study area on November 3, 2020 (**Appendix A**);
- The Notice of Public Information Centre was emailed to 10 Indigenous Nations on November 11, 2020 (**Appendix B**);
- The Notice of Public Information Centre was advertised in six local newspapers in two consecutive publications (**Appendix C**):
  - Scarborough Mirror – November 5 and 12, 2020;
  - Ajax-Pickering News Advertiser – November 5 and 12, 2020;
  - Whitby This Week – November 5 and 12, 2020;
  - Oshawa This Week – November 5 and 12, 2020;
  - Oshawa Express – November 4 and 11, 2020; and

- L'Express Toronto – November 6 and 13, 2020.
- Public Information Centre information was available on the project website (<https://www.metrolinxengage.com/en/content/get-involved>) as of November 16, 2020;
- Stakeholders that attended the Stakeholder Advisory Group, Technical Advisory Group, and Municipal Technical Advisory Group meetings held in October and November were informed of the upcoming Public Information Centre events. The meetings were held on the following dates:
  - Durham Stakeholder Advisory Group: October 28, 2020;
  - Scarborough Stakeholder Advisory Group: November 4, 2020;
  - Technical Advisory Group: October 28, 2020;
  - Durham Municipal Technical Advisory Group: October 7, 2020; and
  - Scarborough Municipal Technical Advisory Group: November 3, 2020.

The members of the Stakeholder Advisory Group, Technical Advisory Group, and Municipal Technical Advisory Group were also invited to attend the Public Information Centre by email on November 17, 2020. Additionally, members of these groups were notified of the Public Information Centre #3 extension to January 10<sup>th</sup>, 2021 via emails sent on December 8, 2020 and December 11, 2020. Correspondence detailing these notifications is provided in **Appendix B**.

## 4 Information Presented

The purpose of Public Information Centre #3 was to seek input on the technically preferred preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures. The virtual Public Information Centre included the following components:

- Narrated videos;
- Webpages and display boards;
- Design drawings and renderings; and
- Interactive map.

Each component is further detailed below. The narrated videos, webpages and display boards, and design drawings and renderings were available on the project website ([www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)). The interactive map was hosted on a separate website ([www.dsbrtmap.ca](http://www.dsbrtmap.ca)), but links were provided from

the project website. Individuals were also able to request hardcopies of the Public Information Centre materials by emailing [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com).

### **Narrated videos**

Six narrated videos were created for Public Information Centre #3: one introduction video, and five videos that described the technically preferred preliminary design in each municipality. Each preliminary design video demonstrated how to read the design drawings by describing the elements that were included in the legend and highlighted key components of the preliminary design. A summary of each video is included below.

1. Introduction (<https://youtu.be/Il3az9QW1lq>):

The introduction video was included on the main landing page. The video welcomed participants and thanked them for participating in the virtual Public Information Centre. The video also invited the public to complete a survey to provide feedback on the technically preferred preliminary design.

2. Toronto Preliminary Design (<https://youtu.be/kjYsNT9NXc0>):

This video reviewed the technically preferred preliminary design in the City of Toronto, from Grangeway Avenue to the Toronto-Durham boundary, along Ellesmere Road and Kingston Road. The video was located on the Toronto Preliminary Design webpage (described in the subsequent subsection).

3. Pickering Preliminary Design (<https://youtu.be/Nh22mAAZY4>):

This video reviewed the technically preferred preliminary design in the City of Pickering, from the Toronto-Durham boundary to Notion Road, along Kingston Road. video was located on the Pickering Preliminary Design webpage (described in the subsequent subsection).

4. Ajax Preliminary Design (<https://youtu.be/cPrPNN5le1E>):

This video reviewed the technically preferred preliminary design in the Town of Ajax, from west of Elizabeth Street to Lake Ridge Road, along Kingston Road. The video was located on the Ajax Preliminary Design webpage (described in the subsequent subsection).

5. Whitby Preliminary Design ([https://youtu.be/QlIEWGXV\\_Tk](https://youtu.be/QlIEWGXV_Tk)):

This video reviewed the technically preferred preliminary design in the Town of Whitby, from Lake Ridge Road to the Whitby-Oshawa boundary, along Dundas Street. The video was located on the Whitby Preliminary Design webpage (described in the subsequent subsection).

6. Oshawa Preliminary Design (<https://youtu.be/xva45ZOEMWI>):

This video reviewed the technically preferred preliminary design the City of Oshawa, from Whitby-Oshawa boundary to Simcoe Street, along King Street and Bond Street. The video was located on the Oshawa Preliminary Design webpage (described in the subsequent subsection).

## **Webpages and display boards**

Project information, including virtual display boards, was organized across different webpages based on different topics. From the main landing page (<https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>), users were able to navigate through different topics at their own pace and according to their own interests. Screen captures of the main landing page and corresponding webpages, including all content presented to the public during the Public Information Centre, are included in **Appendix D**. The following webpages were linked to the main landing page:

- **Background Information** ([https://www.metrolinxengage.com/sites/default/files/pic3\\_boards\\_background\\_2020-11-12.pdf](https://www.metrolinxengage.com/sites/default/files/pic3_boards_background_2020-11-12.pdf)): Nine display boards provided general project information, including an overview of the DS BRT project, Indigenous relations, and the study process. The display boards also provided a summary of feedback from Public Information Centre #2, and methods the public could use to provide feedback for Public Information Centre #3.
- **Environment** (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-environment>): The environment webpage provided an overview of the Transit Project Assessment Process, which is the type of Environmental Assessment (EA) being completed for the DS BRT project. The webpage also described the purpose of the environmental studies that are being completed as part of the EA.

The environment webpage acted as a landing page for the nine environmental study webpages. Each study's webpage described potential impacts and proposed mitigation measures specific to the study. The environmental studies presented were:

- Air Quality (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-air-quality>)
- Archaeology (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-archaeology>)
- Climate Change (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-climate-change>)
- Cultural Heritage (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-cultural-heritage>)

- Natural Heritage and Tree Inventory (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-natural-heritage-and-tree-inventory>)
- Noise and Vibration (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-noise-and-vibration>)
- Phase I Environmental Site Assessment (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-phase-i-environmental-site-assessment>)
- Socio-Economic Conditions (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-socio-economic-conditions>)
- Stormwater and Structures (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-stormwater-and-structures>)
- **Bus Rapid Transit Stops** ([https://www.metrolinxengage.com/sites/default/files/pic3\\_boards\\_brt\\_stops\\_2020-11-20.pdf](https://www.metrolinxengage.com/sites/default/files/pic3_boards_brt_stops_2020-11-20.pdf)): Four display boards provided information on the proposed BRT stop locations, the conceptual stop design, and how to access centre-median stops. 17 renderings showed how the corridor would look after DS BRT is implemented.
- **Traffic and Active Transportation** ([https://www.metrolinxengage.com/sites/default/files/pic3\\_boards\\_traffic\\_at\\_2020-11-12.pdf](https://www.metrolinxengage.com/sites/default/files/pic3_boards_traffic_at_2020-11-12.pdf)): Seven display boards provided information on transit travel time reliability, travel pattern changes including left-turns and U-turns, and the proposed active transportation network and cycling facility improvements.
- **Construction and Phasing** ([https://www.metrolinxengage.com/sites/default/files/pic3\\_boards\\_construction\\_2020-11-13.pdf](https://www.metrolinxengage.com/sites/default/files/pic3_boards_construction_2020-11-13.pdf)): Two display boards provided information on the draft implementation strategy and construction phasing information.
- **Ask a Question** (<https://www.metrolinxengage.com/en/content/dsbrt-pic-3-ask-question>): This webpage allowed participants to submit public comments or ask questions about the Public Information Centre #3 material. All comments were time and date stamped. Metrolinx provided a timely response to all comments received. The public had the option to upvote or downvote the comments and responses, essentially serving as “like” or “dislike” functions common to social platforms.



Responses to frequently asked questions were also included on this webpage.

### **Technically Preferred Preliminary Design Pages**

The website included five preliminary design webpages; one for each of the local municipalities within the study area:

- **Toronto and West Turn Around**  
(<https://www.metrolinxengage.com/en/content/toronto-west-turn-around>)
- **Pickering** (<https://www.metrolinxengage.com/en/content/pickering>)
- **Ajax** (<https://www.metrolinxengage.com/en/content/ajax>)
- **Whitby** (<https://www.metrolinxengage.com/en/content/whitby>)
- **Oshawa and East Turn Around**  
(<https://www.metrolinxengage.com/en/content/oshawa-east-turn-around>):

Information on the technically preferred design was available in the same format for each webpage. Participants could watch a narrated video (described above) or review the design at their own pace by viewing PDFs of the design drawings. Renderings were included on the webpage to illustrate how the corridor would look if the technically preferred preliminary design was implemented. The webpage also included a map illustrating the proposed changes to traffic lanes along the corridor. Finally, a survey corresponding to the preliminary design was available for the public to provide feedback. Survey results are summarized in Section 7.

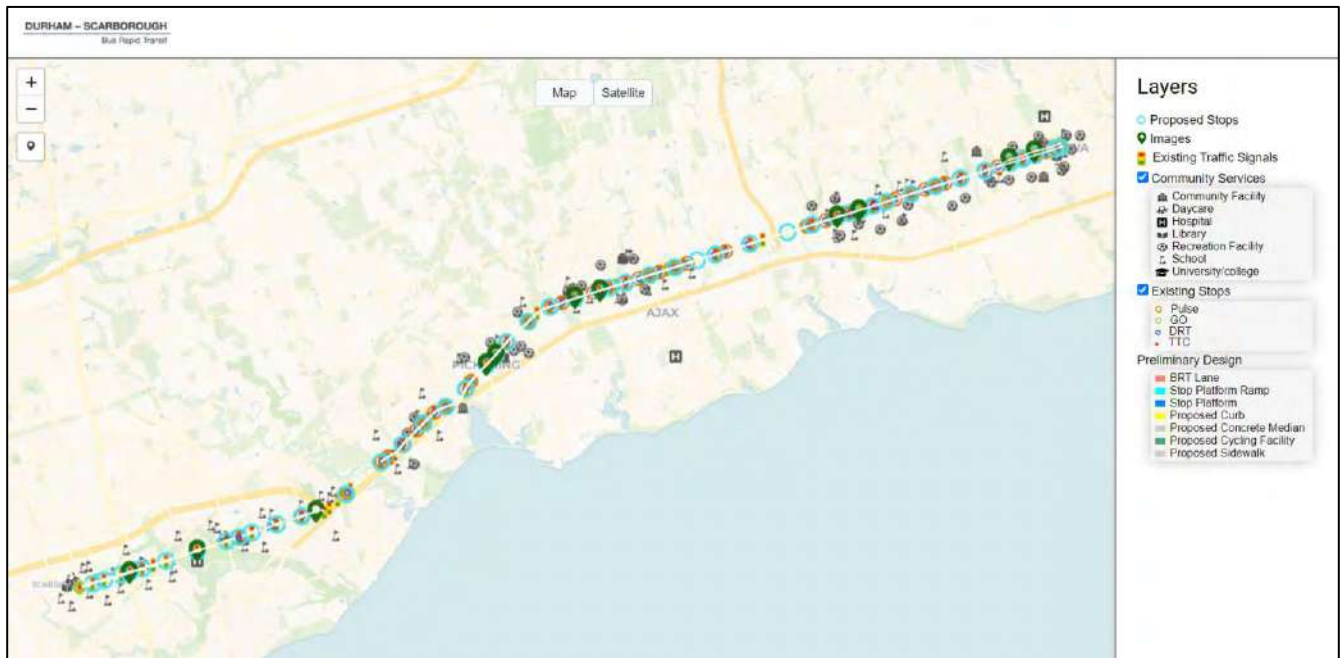
The Whitby webpage was updated during the Public Information Centre to include more information on the proposed pedestrian and transit mall (<https://www.metrolinxengage.com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby>). The webpage included a rendering of the proposed design, information on existing pedestrian and transit malls in North America, and technical details such as current traffic conditions and planned road connections that would facilitate future traffic movement.

### **Interactive Map**

The technically preferred preliminary design was uploaded to the project's online interactive map (<https://www.dsbrtmap.ca/>). The interactive map interface is demonstrated in **Exhibit 2**. The map allowed members of the public to view the design in detail and toggle between map and satellite view for additional context. Once zoomed in, viewers were able to see the location of the following elements: BRT lanes, stop platforms, concrete medians, cycling facilities and sidewalks. An example of these elements is included **Exhibit 3**.

The map also included renderings, existing traffic signals, community services, and existing transit stop locations. The public was able to provide feedback on the design by dropping a pin on a location of interest. Feedback received through the interactive map is summarized in Section 9.

## Exhibit 2: Interactive Map Screen Capture



## Exhibit 3: Interactive Map Design Elements Screen Capture



## 5 Participation

Participants were encouraged to ask questions, submit feedback, and share ideas with the project team. Input was received through multiple channels, including:

- Online surveys;
- Ask a Question webpage;
- Interactive map;
- Emails;
- Telephone calls; and
- Community meetings.

In addition to these channels, the public was invited to sign-up for the project mailing list, request hardcopies of Public Information Centre materials, or provide feedback to the project team through the 'Contact Us' webpage on the project website. Public input is further discussed in the subsequent sections.

## 6 Engagement Statistics

Unlike at a traditional in-person Public Information Centre event, sign-ins cannot be collected for virtual events. Instead, visitor and view counts were used to help assess the success of the public consultation event and rate of participation.

A post-engagement report was prepared to compile data on the rates of online participation during the Public Information Centre and is included in **Appendix E**. The report documents all activity on the Public Information Centre #3 website ([www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)) and the Whitby Community Meeting, which was hosted by Metrolinx on January 7, 2021. The report measures public participation through three key performance indicators: page visits, active engagement, and input and includes website traffic, page views, questionnaire participation, and comments received for the ask a question platform.

A summary of key engagement statistics is provided below. The statistics represent participation between November 16, 2020 and January 10, 2021:

**Public Information Centre #3 Website:** 4,866 users visited the project website during Public Information Centre #3. The website amassed 9,281 unique pageviews and 13,746 total views.

**Online Surveys:** 17 surveys were submitted.

**Ask a Question Comments:** 19 questions were submitted by members of the public. The questions and responses received a total of 121 upvotes and downvotes.

**Interactive Map:** The map attracted 2,549 unique visitors. 29 comments were submitted by 10 individuals.

**Narrated Videos:** The six narrated videos received a total of 1,147 views:

- Introduction: 294 views
- Toronto Preliminary Design: 81 views
- Pickering Preliminary Design: 41 views
- Ajax Preliminary Design: 169 views
- Whitby Preliminary Design: 528 views
- Oshawa Preliminary Design: 34 views

Engagement statistics related to the live meetings are included in Section 11.

## 7 Online Survey Results

Online surveys were located on the preliminary design pages for each of the five municipalities: Toronto, Pickering, Ajax, Whitby and Oshawa. The public was encouraged to complete the survey to provide feedback to the project team.

The surveys were available from November 16, 2020 to January 10, 2021. A total of 17 online surveys were submitted. All feedback related to the technically preferred preliminary design in the Town of Whitby. A summary of responses is included in **Exhibit 4**. A full record of responses received is included in **Appendix F**.

#### **Exhibit 4: Online Survey Responses**

##### **Do you have any concerns about the preliminary design?**

###### **Toronto & West Turn Around**

- No feedback received.

###### **Pickering**

- No feedback received.

###### **Ajax**

- No feedback received.

###### **Whitby**

- Impacts to businesses and access to businesses/destinations. (10 comments)
- Traffic impacts near residential areas and schools. (7 comments)
- Increased congestion along Dundas Street, on alternate east-west roads, and on local roads in the downtown. (5 comments)
- Safety impacts as a result of increased congestion.
- Left-turn lanes need to be longer to accommodate vehicular demand.
- Operations at the intersection of Brock Street and Dundas Street.
- Inefficient use of public funds.
- Consideration of forthcoming Heritage Conservation Districts in and around Downtown Whitby.
- Loss of parking.
- Build a dedicated transit lane instead of a transit mall.

###### **Oshawa & East Turn Around**

- No feedback received.

##### **What aspects of the design do you like?**

###### **Toronto & West Turn Around**

- No feedback received.

###### **Pickering**

- No feedback received.

###### **Ajax**

- No feedback received.

**Whitby**

- I do not like anything about the design. (9 comments)
- Prioritizing transit over cars as a response to climate change.
- Dedicated transit lanes.
- Improvements to active transportation infrastructure.
- Traffic calming.
- Road widening in the western portion of Whitby for BRT lanes.
- Garden Street and Lakeridge should be traffic hubs.

**Oshawa & East Turn Around**

- No feedback received.

**Do you have any questions about the preliminary design related to your street or property?**

**Toronto & West Turn Around**

- No feedback received.

**Pickering**

- No feedback received.

**Ajax**

- No feedback received.

**Whitby**

- Concern regarding U-turns. (2 comments)
- Concern regarding road widening and land expropriation.
- Impacts to traffic on Mary Street and Centre Street.
- Concern regarding historic King Street.

**Oshawa & East Turn Around**

- No feedback received.

**Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?**

**Toronto & West Turn Around**

- No feedback received.

**Pickering**

- No feedback received.



**Ajax**

- No feedback received.

**Whitby**

- Traffic infiltration. (9 comments)
- Impacts to downtown businesses. (7 comments)
- Cultural heritage resources and conservation.
- Impacts on the walkability of the downtown.
- Loss of parking.
- Pedestrian safety.

**Oshawa & East Turn Around**

- No feedback received.

**Do you have any other questions?**

**Toronto & West Turn Around**

- No feedback received.

**Pickering**

- No feedback received.

**Ajax**

- No feedback received.

**Whitby**

- The design is not good / the design does not reflect the values or desires of residents of Whitby. (5 comments)
- Inquiries regarding traffic impacts and forecasts, as well as transit ridership demand and forecasts. (4 comments)
- Why were businesses / the public not consulted sooner? (2 comments)
- Increased personal vehicle commute times.
- Funding.
- BRT alignment should run along Taunton Road.
- Is there an alternate location for a transit mall?

**Oshawa & East Turn Around**

- No feedback received.

## 8 Ask a Question Responses

Participants were encouraged to submit feedback, ask questions, or share their ideas to the project team by participating in the 'Ask a Question' message board. Users were required to register to be able to participate.

In total, 19 comments were posted to the virtual message board during the duration of the Public Information Centre. All comments were time and date stamped and received responses from Metrolinx. A record of the comments posted to the message board is included in **Appendix G**. The main themes of the comments are summarized below:

- BRT stop design (materials, aesthetic, amenities, maintenance, placement, and signage);
- BRT stop locations;
- Traffic impacts;
- Travel time projections;
- Negative impacts to Pickering Village;
- Negative impacts to Highland Creek along Ellesmere Road;
- Use of dedicated transit lanes by other transit agencies / for HOV purposes;
- Alternate corridors for the BRT service;
- Local and regional transit integration; and
- Thank you for the information.

## 9 Interactive Map Responses

The technically preferred preliminary design was uploaded to the project's online interactive map. The map allowed members of the public to view the design in detail and provide feedback by dropping a pin on a location of interest.

A total of 29 comments were received from 10 individuals. The comments, along with the responses from Metrolinx, are included in **Appendix H**. The main themes of the comments are summarized below:

- BRT stop placement;
- Multi-use path gaps;
- Concern related to access restrictions;
- Impacts to business deliveries/loading;
- Support for transit mall;

- Concern related to transit mall impact on traffic and business;
- Concern related to heritage impacts in Pickering Village;
- Questions on local transit integration; and
- Design related questions.

## 10 Email Correspondence

Members of the public were able to provide input by emailing the project team at [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com). During the Public Information Centre comment period from November 16, 2020 to January 10, 2021, a total of 76 emails were received. Most feedback received through email was related to the following themes:

- Concern related to the technically preferred preliminary design;
- Concern related to traffic / neighbourhood infiltration in Ajax and Whitby;
- Concern related to impacts to Highland Creek (e.g. property impacts, construction, neighbourhood character);
- Concern related to business impacts in Downtown Whitby;
- Concern related to loss of on-street parking in Whitby;
- Concern related to access restrictions and impacts to deliveries / loading;
- Concern related to perceived lack of transit ridership;
- Opposition to selected BRT route / suggestions to use alternate corridors (i.e. Taunton, Rossland);
- Property specific questions;
- Requests to be added or removed from the mailing list;
- Support for the Bus Rapid Transit project; and
- Feedback on BRT stop design.

A full record of correspondence is included in the Public Correspondence Summary Table in **Appendix I**. The public could also contact the project team by telephone. A total of two phone calls were conducted during the Public Information Centre, which are also documented in **Appendix I**.

## 11 Community Meetings

Two community meetings were held during the Public Information Centre. The meetings were hosted to help further understand the community's concerns related to the technically preferred preliminary design in Downtown Whitby and Pickering Village in Ajax.

The purpose of the meetings was to present information on the technically preferred preliminary design and to allow members of the public to ask questions and receive responses from the project team and other panel members. Details are included in the following sections.

### 11.1 Ajax Community Meeting

The Town of Ajax hosted a live information session on January 6, 2021 at 6:30 p.m. on the Town of Ajax's Facebook page (<https://www.facebook.com/myajax>).

The purpose of the meeting was to provide an update on the BRT project, discuss the proposed design in Pickering Village, obtain public feedback and answer questions.

The event was moderated by Town of Ajax staff and questions were answered by a panel consisting of Mayor Shaun Collier, and representatives from the Town of Ajax, Metrolinx, Durham Region Transit and the consultant team. The presentation is included in **Appendix D**.

Feedback was submitted through the Q&A portal on the Town's public engagement platform. 30 submissions were received. A complete record of the comments is included in **Appendix J**.

The questions and comments demonstrated that the public understands that the corridor within Pickering Village is very constrained. The most prevalent concern was the impact to traffic operations. Questions, comments, and concerns generally related to the following themes:

- Congestion as a result of reduced number of general traffic lanes;
- Impacts to cultural heritage resources;
- Pedestrian safety concerns;
- Accessing centre-median BRT stops;
- Lack of transit demand and ridership;
- Impact of accidents on Highway 401 / parallel routes;
- Impacts to natural heritage features; and
- Property impacts.

A recording of the information session is available on the Town's public engagement platform, In My Opinion (<https://imo.ajax.ca/metrolinx-bus-rapid-transit>).

## 11.2 Whitby Community Meeting

Metrolinx and Durham Region hosted a virtual information session on January 7, 2021 at 6:30 p.m. on the Metrolinx Engage webpage (<https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting>).

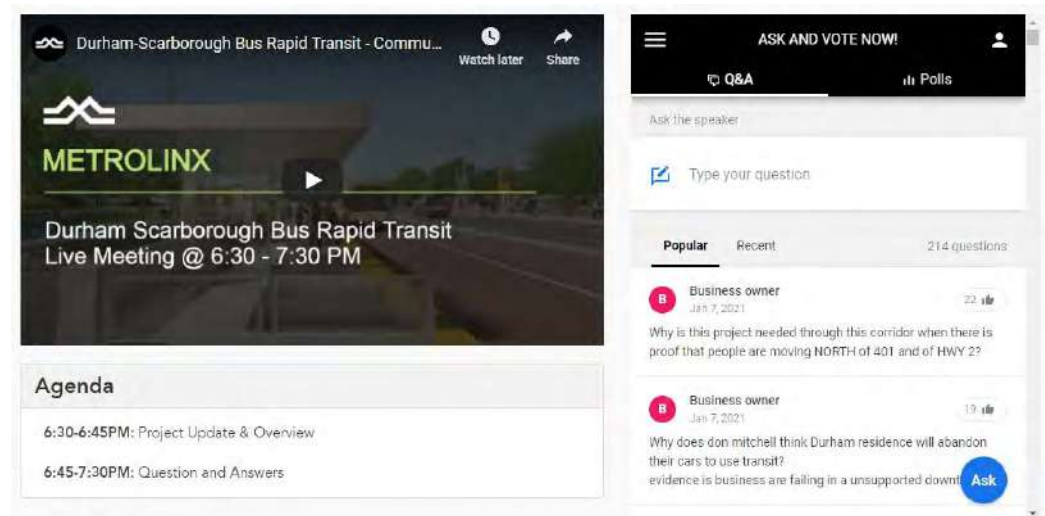
The purpose of the meeting was to provide information on the technically preferred preliminary design in the Town of Whitby, with a focus on the proposed Transit Mall, and answer the public's questions. The presentation is included in **Appendix D**.

The event was advertised on the project website and the public had the option to register in advance of the meeting, although registration was not required to access the public event. In total, 163 people registered for the online event. Engagement statistics for the Whitby Community Meeting are included in **Appendix E**.

The event was moderated by Metrolinx staff and questions were answered by a panel consisting of representatives from Metrolinx, Durham Region Transit and the consultant team. The event was recorded and can be viewed on the project website (<https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting>)

Participants were able to submit questions during the presentation using Slido, a Q&A app hosted on the Metrolinx Engage webpage. The Slido app allowed participants to upvote comments, effectively prioritizing questions to be answered by the panel. Generally, the moderator selected the most popular questions for the panel to answer during the meeting. Once the questions were answered, they were removed from the Slido page. The public Q&A forum format is shown in **Exhibit 5**.

### Exhibit 5: Q&A Forum Screen Capture



A total of 214 responses were submitted during the information session. A full record is included in **Appendix K**.

The questions and comments demonstrated that the public understands that the corridor within Downtown Whitby is very constrained. The most prevalent concerns were the impact to traffic operations and businesses within the Downtown. Questions, comments, and concerns generally related to the following themes:

- Impact on traffic operations;
- Impact to businesses in the downtown;
- Impact of COVID-19 on transit ridership and traffic;
- Existing transit usage;
- Project status;
- Anticipated construction timelines;
- The proposed BRT route and alternate corridors;
- BRT stop design;
- Active transportation facilities;
- Lack of transit malls in similar contexts;
- Pedestrian safety;
- Accessibility; and
- Live session format issues.

Due to the volume of questions that were submitted, not all questions were able to be answered during the meeting. The project team committed to responding



to all comments posted during the information session. Answers are included in Appendix K and were posted on the project website on March 24, 2021.

## 12 Key Findings

The feedback received through the Public Information Centre demonstrated that the public had the most interest and concern related to the proposed design in Downtown Whitby and Pickering Village.

In both locations, the public recognized that the corridor is constrained and had varying opinions on elements that should be prioritized. Traffic and cultural heritage impacts were significant concerns in both Whitby and Pickering Village. In Whitby, business impacts and the removal of on-street parking on Dundas Street were also key issues.

While most of the feedback on the design for Downtown Whitby was critical, the public commented favourably on the plan to widen sidewalks, improve the streetscape, protect cultural heritage resources, improve accessibility, and relocate parking.

Similarly, the design for Pickering Village was met with some criticism. However, the public acknowledged and supported the effort to maintain cultural heritage resources and the decision to revise the design to maintain the two eastbound general traffic lanes.

The public also showed an interest in local transit integration. Some feedback identified important connections to intersecting transit routes and facilities.

Below is a summary of the key concerns and opportunities that were identified.

Concerns about:

- Traffic infiltration;
- Access restrictions;
- Removal of on-street parking in Downtown Whitby and Downtown Oshawa;
- Business impacts along Ellesmere Road and in Downtown Whitby;
- Gaps in the cycling network; and
- Impacts to cultural heritage resources.

Opportunities to:

- Improve reliability and comfort of transit service;
- Improve accessibility;
- Improve the active transportation network;
- Enhance the public realm in Downtown Whitby; and

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

## 13 Summary

Due to COVID-19, Public Information Centre #3 was conducted virtually. Despite the new format, the event was successful at engaging the public. With 4,866 visitors to the project website during Public Information Centre #3, the event attracted more attention and participation than previous consultation events held for the DS BRT project. The high participation rates can likely be attributed to the fact that the Public Information Centre was open for nearly eight weeks and that the public could participate when it was most convenient for them.

Another benefit of the online format was that the project information was provided in a variety of formats. For example, the public could choose to review the design on the interactive map, review the design drawings, or have the design described to them in a narrated video.

Members of the public generally attended the Public Information Centre to learn more about the project and provide feedback or voice concerns regarding the technically preferred preliminary design. Most feedback was received on the design in Downtown Whitby and Pickering Village. Little feedback was received on the technical studies, including the potential impacts and mitigation measures.

With a total of 76 emails received during the comment period, the majority of the feedback was received through emails to the project team. The public also submitted feedback through the interactive map, ask a question page, and online surveys.

The project team will continue to seek opportunities to obtain feedback throughout the study and improve engagement with key stakeholders and the public.

## Appendix A – Notice of Public Information Centre #3

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

## English-language Notice

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

# Notice of Public Information Centre #3

## Durham-Scarborough Bus Rapid Transit

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 Highway 2 and Ellesmere Road.

## The Project

The proposed Durham-Scarborough Bus Rapid Transit is a crucial transportation corridor connecting people through Durham Region and Scarborough. Metrolinx is studying the Durham-Scarborough Bus Rapid Transit with our partners in Durham Region and City of Toronto. An Initial Business Case was completed in Spring 2018 to define the corridor and identify initial project costs and benefits, which will be refined as the project progresses.



## Learn more

We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project. Public Information Centre #1 was previously held in Oshawa, Whitby, Ajax and Pickering in June 2019, and Scarborough in September 2019. Public Information Centre #2 was held in Oshawa, Whitby, Ajax, Pickering, and Scarborough in November 2019.

As part of Public Information Centre #3, the project team will present and seek feedback on the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

Due to COVID-19, consultation will be conducted virtually. Information boards and narrated videos will be posted on the project website. Participants will be able to provide feedback by completing an online survey. Information will be available on the project website for four weeks.

**Public Information Centre #3**

**Virtual Event**

Monday, November 16<sup>th</sup>, 2020

through

Friday, December 18<sup>th</sup>, 2020

<https://www.metrolinxengage.com/DSBRT>

Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations. All information produced as part of this project is available at [www.metrolinxengage.com](http://www.metrolinxengage.com).

**Comments**

Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. The impact of the transit project is planned to be assessed according to the Transit Project Assessment Process as prescribed in O. Reg. 231/08. Information will be collected 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.

If you have project related questions, would like to be added to the project mailing list, or would like to provide input at any time, please contact:

**Kristin Demasi,**

Project Manager, Metrolinx

97 Front Street West,

Toronto, Ontario, M5J 1E6

Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)

Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020



## French-language Notice

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

# Avis de séance d'information publique n°3

## Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en instaurant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

## Le projet

Le service d'autobus rapides de Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough. Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



## En savoir plus

Nous vous invitons à assister à la troisième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séance s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin 2019 et à Scarborough en septembre 2019. La deuxième série de séance s'est tenue à Oshawa, à Whitby, à Ajax, à Pickering et à Scarborough en novembre 2019.

Dans le cadre de la troisième série de séance d'information publique, l'équipe du projet présentera et sollicitera des commentaires sur la conception préliminaire et le résultat des études techniques, y compris les impacts potentiels et les mesures d'atténuation proposées.

En raison du COVID-19, la consultation sera menée virtuellement. Des panneaux d'information et des vidéos commentées seront affichés sur le site Web du projet. Les

participants pourront fournir leurs commentaires en répondant à un sondage en ligne. Les informations seront disponibles sur le site Web du projet pour une durée de quatre semaines.

**Série de séances d'information publique n°3**

**Événement virtuel**

Lundi 16 novembre 2020

Jusqu'au

Vendredi 18 décembre 2020

<https://www.metrolinxengage.com/DSBRT>

Veillez nous contacter pour demander des copies papier des documents de consultation, ou si vous avez besoin d'accommodements d'accessibilité. Toutes les informations produites dans le cadre de ce projet sont disponibles sur [www.metrolinxengage.com](http://www.metrolinxengage.com).

**Commentaires**

Des commentaires et des informations concernant cette étude sont recueillis pour aider l'équipe d'étude à satisfaire aux exigences de la Loi sur les évaluations environnementales. Il est prévu que l'impact du projet soit évalué conformément au processus d'évaluation de projet de transport en commun tel que prescrit dans le Règl. 231/08. Les informations seront collectées conformément à la Loi sur l'accès à l'information et la protection de la vie privée. À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public.

Si vous avez des questions en lien avec le projet, souhaitez être ajouté à la liste de diffusion ou souhaitez apporter votre contribution à tout moment, veuillez contacter :

**Kristin Demasi,**

Gestionnaire de projet, Metrolinx

97 Front Street West,

Toronto (Ontario) M5J 1E6

Courriel: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)

Tél: (416) 202-3723

Also available in English.

Première publication de l'avis: 2 novembre 2020

## Appendix B – PIC #3 Contact List and Notifications

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

### **PIC #3 Indigenous Nation Contact List**

#### **First Nation Name**

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Alderville First Nation

Beausoleil First Nation

Chippewas of Georgina Island

Chippewas of Rama First Nation

Curve Lake First Nation

Hiawatha First Nation

Huron-Wendat Nation

Kawartha Nishnawbe First Nation

Mississaugas of Scugog Island First Nation

Mississaugas of the Credit First Nation

**From:** [Indigenous Relations](#)  
**To:** [donna.bigcanoe@georginaisland.com](mailto:donna.bigcanoe@georginaisland.com)  
**Cc:** [natasha.charles@georginaisland.com](mailto:natasha.charles@georginaisland.com); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:54:00 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) CGI.pdf](#)

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Dear Chief Big Canoe,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





# Notice of Public Information Centre #3

## Durham-Scarborough Bus Rapid Transit

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 Highway 2 and Ellesmere Road.

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## Learn more

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through

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**Comments**

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**Kristin Demasi,**

Project Manager, Metrolinx

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Toronto, Ontario, M5J 1E6

Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)

Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020



November 11, 2020

Chief Donna Big Canoe  
Chippewas of Georgina Island  
RR #2, Box 13  
Sutton West, ON L0E 1R0  
**Delivered by Email**

Dear Chief Big Canoe,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Chippewas of Georgina Island with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbtrt](http://www.metrolinxengage.com/dsbtrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Chippewas of Georgina Island via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Chippewas of Georgina Island for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Chippewas of Georgina Island, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Chippewas of Georgina Island is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Chippewas of Georgina Island] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Chippewas of Georgina Island's rights and/or interests. Metrolinx would welcome the opportunity to meet with Chippewas of Georgina Island to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Chippewas of Georgina Island] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is written in a cursive, flowing style.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Natasha Charles, Project Coordinator, Chippewas of Georgina Island

Karry Sandy-Mackenzie, Williams Treaties First Nations

Indigenous Relations, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx



**From:** [Indigenous Relations](#)  
**To:** [Dave Mowat](#)  
**Cc:** [Dave Simpson](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:56:40 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) Alderville.pdf](#)

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Dear Chief Mowat,

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Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Dave Mowat  
Alderville First Nation  
11696 2<sup>nd</sup> Line Road  
P.O. Box 46  
Roseneath, ON K0K 2X0  
**Delivered by email**

Dear Chief Mowat,

**Subject: Durham-Scarborough Bus Rapid Transit – Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Alderville First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

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Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Alderville First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Alderville First Nation for review and comment.

## 2. Project Timeline

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- Draft Environmental Project Report (EPR) Preparation - Ongoing
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### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Alderville First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Alderville First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Alderville First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Alderville First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Alderville First Nation to provide more information and discuss any interests or questions that you may have.

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Thank you for your time in reviewing this letter.

Yours Truly,

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Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation

Karry Sandy-Mackenzie, Williams Treaties First Nations

Indigenous Relations, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [Fawn Sault](#)  
**Cc:** [Mark LaForme](#); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:59:37 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) MCFN.pdf](#)

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Dear Fawn,

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Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx  
10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302







November 11, 2020

Chief Stacey R. LaForme  
c/o Ms. Fawn Sault  
Mississaugas of the Credit First Nation  
2789 Mississauga Road RR #6  
Hagersville, ON N0A 1H0  
**Delivered by email**

Dear Ms. Sault,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Mississaugas of the Credit First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

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Metrolinx appreciates comments that [Mississaugas of the Credit First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Mississaugas of the Credit First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Mississaugas of the Credit First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Mississaugas of the Credit First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is written in a cursive, flowing style.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Mark LaForme, Director, Department of Consultation & Accommodation,  
Mississaugas of the Credit First Nation  
Indigenous Relations Office, Metrolinx  
Kristin Demasi, Project Manager, Metrolinx  
Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [bfchief@chimnissing.ca](mailto:bfchief@chimnissing.ca)  
**Cc:** [danamonague@chimnissing.ca](mailto:danamonague@chimnissing.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 12:01:17 PM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) BFN.pdf](#)

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Dear Chief Monague,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Guy Monague  
Beausoleil First Nation  
11 O'Gemaa Miikaan  
Christian Island, ON L9M 0A9  
**Delivered by Email**

Dear Chief Monague,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Beausoleil First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.





FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Beausoleil First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Beausoleil First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Beausoleil First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Beausoleil First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Beausoleil First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Beausoleil First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Beausoleil First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Beausoleil First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is written in a cursive, flowing style.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Dana Monague, Lands Consultation Liaison, Beausoleil First Nation

Karry Sandy-Mackenzie, Williams Treaties First Nations

Indigenous Relations Office, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [Julie Kapyrka](#)  
**Cc:** [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:55:44 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) CLFN.pdf](#)

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Dear Julie,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via our shared dropbox on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx  
10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Emily Whetung  
c/o Julie Kapyrka  
Curve Lake First Nation  
23 Winookeedaa Road  
Curve Lake ON K0L1R1  
**Delivered by email**

Dear Dr. Kapyrka,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Curve Lake First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Curve Lake First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Curve Lake First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019



- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Curve Lake First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Curve Lake First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Curve Lake First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Curve Lake First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Curve Lake First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Curve Lake First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is fluid and cursive, with the first name "Paul" and last name "Niejadlik" clearly distinguishable.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Chief Emily Whetung, Curve Lake First Nation  
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation  
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation  
Karry Sandy-Mackenzie, Williams Treaties First Nations  
Indigenous Relations, Metrolinx  
Kristin Demasi, Project Manager, Metrolinx  
Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [klarocca@scugogfirstnation.com](mailto:klarocca@scugogfirstnation.com)  
**Cc:** [Monica Sanford](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Sarah Chowdhury](#); [Darcy Wiltshire](#); [Kristin Demasi](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:51:01 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) MSIFN.pdf](#)

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Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Kelly LaRocca  
Mississaugas of Scugog Island First Nation  
22521 Island Road, RR#5  
Port Perry, ON L9L 1B6  
**Delivered by Email**

Dear Chief LaRocca,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Mississaugas of Scugog Island First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbprt](http://www.metrolinxengage.com/dsbprt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Mississaugas of Scugog Island First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Mississaugas of Scugog Island First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Mississaugas of Scugog Island First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Mississaugas of Scugog Island First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Mississaugas of Scugog Island First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Mississaugas of Scugog Island First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Mississaugas of Scugog Island First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Mississaugas of Scugog Island First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to



Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is written in a cursive, flowing style.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation

Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation

Karry Sandy-Mackenzie, Williams Treaties First Nations  
Indigenous Relations, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [rknahrgang@gmail.com](mailto:rknahrgang@gmail.com)  
**Cc:** [REDACTED]; [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:58:51 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) KNFN.pdf](#)

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Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

We know that your First Nation does not have capacity as per emails received from Christopher Reid. We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx  
10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Kris Nahrgang  
Kawartha Nishnawbe First Nation  
Box 1432 RR#4  
Lakefield, ON K0L 2H0  
**Delivered by email**

Dear Chief Nahrgang

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Kawartha Nishnawbe First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbtrt](http://www.metrolinxengage.com/dsbtrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Kawartha Nishnawbe First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Kawartha Nishnawbe First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Kawartha Nishnawbe First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Kawartha Nishnawbe First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Kawartha Nishnawbe First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Kawartha Nishnawbe First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Kawartha Nishnawbe First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Kawartha Nishnawbe First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is written in a cursive, flowing style.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation  
Indigenous Relations, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx



**From:** [Indigenous Relations](#)  
**To:** [chiefcarr@hiawathafn.ca](mailto:chiefcarr@hiawathafn.ca)  
**Cc:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca); [sdavison@hiawathafn.ca](mailto:sdavison@hiawathafn.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 11:57:25 AM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) HFN.pdf](#)

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Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street  
RR #2  
Hiawatha, ON K9J 0E6

**Delivered by email**

Dear Chief Carr,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Hiawatha First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Hiawatha First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Hiawatha First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Hiawatha First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Hiawatha First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Hiawatha First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Hiawatha First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Hiawatha First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Hiawatha First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is fluid and cursive, with the first name "Paul" and last name "Niejadlik" clearly distinguishable.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation

Sean Davison, Community Consultation Worker, Hiawatha First Nation

Karry Sandy-Mackenzie, Williams Treaties First Nations

Indigenous Relations, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [Maxime Picard](#)  
**Cc:** [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 12:03:03 PM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) HWN.pdf](#)

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Dear Maxime,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020. The Archaeological Assessment will be provided to HWN as soon as possible following [REDACTED]

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx  
10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302







November 11, 2020

Grand Chief Konrad Sioui  
Huron-Wendat Nation  
255 Place Chef Michel Laveau

**Delivered by email**

Dear Grand Chief Sioui

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Huron Wendat Nation. Metrolinx appreciates and respects Huron Wendat Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Huron Wendat Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.



FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Huron Wendat Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Huron Wendat Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Huron Wendat Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Huron Wendat Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Huron Wendat Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Huron Wendat Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Huron Wendat Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

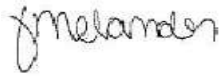
For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Huron Wendat Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please feel free to contact me at your earliest convenience. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in dark ink, appearing to read 'f. melander'.

Fallon Melander,  
Manager, Indigenous Relations  
Metrolinx

cc:

Maxime Picard, Project Coordinator - Ontario, Huron-Wendat Nation  
Paul Niejadlik, Manager, Environmental Programs and Assessment, Metrolinx  
Kristin Demasi, Project Manager, Metrolinx  
Darcy Wiltshire, Environmental Project Manager, Metrolinx

**From:** [Indigenous Relations](#)  
**To:** [Sharday James](#)  
**Cc:** [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Paul Niejadlik](#); [Darcy Wiltshire](#); [Kristin Demasi](#); [Sarah Chowdhury](#)  
**Subject:** Durham Scarborough Bus Rapid Transit Project - Project Update and Notice of Virtual Public Meeting  
**Date:** Wednesday, November 11, 2020 12:00:32 PM  
**Attachments:** [image001.png](#)  
[TTN\\_DSBRT\\_NoticeofPIC3\\_Final\\_2020-10-19.pdf](#)  
[Notice of Virtual Open House \(PIC#3\) CRFN.pdf](#)

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Dear Sharday,

Metrolinx continues to progress its environmental studies for the Durham Scarborough Bus Rapid Transit project which is following the Transit Project Assessment Process (TPAP). Attached you will find a letter providing an update on the project and information regarding the upcoming virtual public meeting which is set to begin the week of November 16, 2020. This meeting will provide an overview of the preliminary findings of the various environmental and natural heritage studies that are underway. Metrolinx will be sure to share these preliminary findings with your Nation via email on the week of November 16, 2020.

Metrolinx would appreciate understanding more about how this project may impact your Nation. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com).

Miigwetch,

Fallon Melander

**Fallon Melander**

Manager, Indigenous Relations  
Metrolinx  
10 Bay Street | Toronto | Ontario | M5J 2R8  
437.225.0302





November 11, 2020

Chief Ted Williams  
c/o Ms. Sharday James  
Chippewas of Rama First Nation  
5884 Rama Road, Suite 200  
Rama, ON L3V 6H6  
**Delivered by Email**

Dear Ms. James,

**Subject: Durham-Scarborough Bus Rapid Transit - Invitation for Feedback and Notice of Virtual Open House**

Metrolinx seeks to continue to build a strong, constructive, cooperative, mutually respectful and beneficial relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. At this time, Metrolinx wishes to provide Chippewas of Rama First Nation with an update on the Durham-Scarborough Bus Rapid Transit (DSBRT) project, as well as to continue to provide an open invitation for engagement with your Nation.

**Project Description**

Metrolinx is working to transform the way the region moves by building a fast, convenient and integrated transit network. The Durham-Scarborough Bus Rapid Transit project will bring more frequent and reliable transit service to east Toronto and Durham Region. The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure along Highway 2 connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough, as shown in Figure 1. This next stage of the project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect into Scarborough Centre.

**1. Scope**

Below is an overview of the geographic scope of the proposed project.





FIGURE 1: STUDY AREA MAP OF DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Environmental studies and assessment will be completed, following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review. Metrolinx is currently in the pre-planning phase of the TPAP.

As part of this process, the project team is working on pre-planning activities, which include consultation and completing technical studies, which will be documented in the EPR. The first round of public meetings was held in June 2019, and the second round of public meetings was held in November 2019. Materials from these events are available on the project website, [www.metrolinxengage.com/dsbtrt](http://www.metrolinxengage.com/dsbtrt).

Metrolinx will be hosting the third round of public meetings beginning on November 16, 2020. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. Metrolinx will share these preliminary findings with Chippewas of Rama First Nation via email on the week of November 16, 2020. Several technical reports and the Stage 1 Archaeology are still under development. Once the drafts are finalized, Metrolinx will be sure to share with Chippewas of Rama First Nation for review and comment.

## 2. Project Timeline

- Technical Studies - Ongoing
- Draft Environmental Project Report (EPR) Preparation - Ongoing
- Public Meeting Round #1 - June 2019
- Public Meeting Round #2 - November 2019

- Public Meeting Round/Virtual Open House #3 - November 2020
- Notice of EPR 30-Day Review - Early to Mid-2021
- Transit Project Assessment Process (TPAP) Statement of Completion - Mid 2021

### **3. Archaeology**

A Stage 1 Archaeological Assessment (AA) was completed in mid 2020 and the report will be shared with Chippewas of Rama First Nation, for feedback and comments. The initial findings of the Stage 1 AA identified five cemeteries within the Study Area; with three cemeteries requiring a Cemetery Investigation, as well as some locations requiring a Stage 2 AA. The Stage 2 AA and Cemetery Investigations are pending; Metrolinx will ensure that Chippewas of Rama First Nation is invited to participate in this Stage 2 work once more details are known.

### **4. Engagement**

Metrolinx appreciates comments that [Chippewas of Rama First Nation] may have in relation to the Durham-Scarborough Bus Rapid Transit project. We would like to know if there are any potential impacts of the proposed project on Chippewas of Rama First Nation's rights and/or interests. Metrolinx would welcome the opportunity to meet with Chippewas of Rama First Nation to provide more information and discuss any interests or questions that you may have.

### **5. Upcoming Public Meeting**

For your awareness, a virtual Open House will be hosted starting November 16, 2020, for a duration of four weeks. The purpose of this round of consultation is to present and seek feedback on the preliminary design and preliminary findings of the technical and environmental studies undertaken to date. We extend an open invitation to you and members of [Chippewas of Rama First Nation] to attend this virtual Open House, however, this would not preclude any request from you to meet with Metrolinx directly. The virtual Open House can be accessed beginning on November 16, 2020 at [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt).

### **6. Additional Information**

If you require additional information or materials, or if you want to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager of Indigenous Relations at Metrolinx. Fallon can be reached at [IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com). Please note that any information you provide to

Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Paul Niejadlik". The signature is fluid and cursive, with the first name "Paul" and last name "Niejadlik" clearly distinguishable.

Paul Niejadlik,  
Manager, Environmental Programs and Assessment  
Metrolinx

cc:

Karry Sandy-Mackenzie, Williams Treaties First Nations  
Indigenous Relations Office, Metrolinx

Kristin Demasi, Project Manager, Metrolinx

Darcy Wiltshire, Environmental Project Manager, Metrolinx

### **PIC #3 Municipal Technical Advisory Group Contact List**

#### **Toronto**

City Planning - Community Planning  
City Planning - Strategic Initiatives, Policy & Analysis  
City Planning - Transit Unit  
City Planning - Transportation Planning  
City Planning - Urban Design  
Community Development Officer  
Economic Development and Culture  
ECS ER Third Party & Utility Review  
Infrastructure Development Services  
Parks, Forestry, & Recreation - Parks Development & Capital Projects  
Parks, Forestry, & Recreation - Urban Forestry  
Parks, Forestry, & Recreation - Urban Forestry, Ravine Protection  
Toronto Fire Services  
Toronto Paramedic Services  
Toronto Police Services  
Toronto Region Board of Trade  
Toronto Transit Commission (TTC)  
Toronto Water  
Transportation Services - Capital Projects and Program  
Transportation Services - Operational Planning & Policy  
Transportation Services - Infrastructure Service Transit Operations

#### **Durham**

Durham Region Planning  
Durham Region representative on TAG  
Durham Region Traffic  
Durham Region Transit  
Durham Region Transportation Infrastructure

#### **Pickering**

Pickering representative on TAG  
Transportation

#### **Ajax**

Ajax representative on TAG  
Planning & Development Services

#### **Whitby**

Planning  
Transportation  
Whitby representative on TAG

#### **Oshawa**

Oshawa representative on TAG  
Transportation

**From:** Margaret Parkhill  
**Sent:** Tuesday, November 17, 2020 10:43 AM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**Subject:** Durham-Scarborough BRT - Notice of PIC 3  
**Attachments:** TTN\_DSBRT\_NoticeofPIC3\_Final\_2020-10-19.pdf

The Durham-Scarborough Bus Rapid Transit project team is hosting Public Information Centre #3. The event will be conducted 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.

As members of the Municipal Technical Advisory Group, we request your feedback on the information presented. You can provide feedback through the website by completing an online survey. More information about the event can be found in the attached Notice.

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:** Tuesday, December 8, 2020 4:48 PM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**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 preliminary design.

<https://www.metrolinxengage.com/dsbrt>

**As members of the Municipal Technical Advisory Group, we request that you circulate this notice to your networks.**

You can provide feedback on the design by completing an online survey or through this interactive map:

[www.DSBRTmap.ca](http://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



### **PIC #3 Stakeholder Advisory Group Contact List**

Ajax Downs  
Ajax-Pickering Board of Trade  
Centennial College  
Centennial Community Recreation Association  
Confederation of Resident and Ratepayer Associations in Toronto  
DCDSB  
DDSB  
Downtown Oshawa BIA  
Downtown Whitby BIA  
Durham College  
East Scarborough Boys and Girls Club  
Glen Andrew Community Association  
Greater Oshawa Chamber of Commerce  
Guildwood Village Community Association  
Highland Creek Community Association  
Midland Park Community Association  
MornelleCAN in Mornelle Court  
North Bendale Community Association  
Ontario Tech University  
Oshawa Centre  
Pickering Town Centre  
Pickering Village BIA  
Residents Rising Neighbourhood Association  
Rouge Valley Health System - Centenary Health Centre  
Scarborough Campus Students' Union  
Scarborough Centre for Healthy Communities  
Scarborough Community Renewal Organization  
Scarborough Health Network  
Scarborough Neighbourhood Action Plan (NAP) Committee  
Scarborough Residents Unite Neighbourhood Association/  
Scarborough Village Community Association  
Scarborough Town Centre  
TCDSB  
TDSB  
Toronto Association of Business Improvement Areas  
Toronto Lands Corporation (subsidiary of TDSB)  
Toronto Strong Neighbourhood Strategy Community Development Officers  
Trent University - Durham  
TTC Operator  
University of Toronto Scarborough Campus  
Whitby Chamber of Commerce

**From:** Margaret Parkhill  
**Sent:** Tuesday, November 17, 2020 10:42 AM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**Subject:** Durham-Scarborough BRT - Notice of PIC 3  
**Attachments:** TTN\_DSBRT\_NoticeofPIC3\_Final\_2020-10-19.pdf

The Durham-Scarborough Bus Rapid Transit project team is hosting Public Information Centre #3. The event will be conducted virtually on the project website: <https://www.metrolinxengage.com/dsbrt>. The Public Information Centre will be available 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.

As members of the Stakeholder Advisory Group, we request your feedback on the information presented. We also ask you to circulate this notice to your colleagues, neighbours and friends.

You can provide feedback through the website by completing an online survey. More information about the event can be found in the attached Notice. 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

  
**From:** Margaret Parkhill  
**Sent:** Friday, December 11, 2020 12:49 PM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**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 preliminary design.

<https://www.metrolinxengage.com/dsbrt>

**As members of the Stakeholder Advisory Group, we request that you circulate this notice to your networks.**

You can provide feedback on the design by completing an online survey or through this interactive map:

[www.DSBRTmap.ca](http://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

### **PIC #3 Technical Advisory Group Contact List**

Aptum (Cogeco)  
Bell Canada  
Canadian Transport Agency  
Central Lake Ontario Conservation Authority  
City of Oshawa Representative  
City of Pickering Representative  
City of Toronto  
CN Rail  
CP Rail  
Department of Fisheries and Oceans (DFO)  
Distributel Fiber Partnership/ A2B Fiber Inc.  
Durham Region Representative  
Durham Region Transit  
Elexicon Energy  
Enbridge Gas Distribution  
Environment and Climate Change Canada  
Hydro One  
Imperial Oil SPPL  
Infrastructure Ontario  
Metrolinx  
Ministry of Agriculture, Food and Rural Affairs  
Ministry of Colleges and Universities  
Ministry of Energy, Northern Development and Mines  
Ministry of Heritage, Sport, Tourism, and Culture  
Ministry of Indigenous Affairs  
Ministry of Municipal Affairs and Housing  
Ministry of Natural Resources and Forestry  
Ministry of the Environment, Conservation and Parks  
Ministry of Transportation (MTO)  
Oshawa PUC Networks Inc.  
Parks Canada  
Rogers Communications  
Telus  
TeraSpan  
Toronto and Region Conservation Authority  
Toronto Hydro  
Toronto Transit Commission (TTC)  
Town of Ajax Representative  
Town of Whitby Representative  
Transport Canada

**From:** Margaret Parkhill  
**Sent:** Tuesday, November 17, 2020 10:42 AM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**Subject:** Durham-Scarborough BRT - Notice of PIC 3  
**Attachments:** TTN\_DSBRT\_NoticeofPIC3\_Final\_2020-10-19.pdf

The Durham-Scarborough Bus Rapid Transit project team is hosting Public Information Centre #3. The event will be conducted virtually on the project website: <https://www.metrolinxengage.com/dsbrt>. The Public Information Centre will be available 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.

As members of the Technical Advisory Group, we request your feedback on the information presented. You can provide feedback through the website by completing an online survey. More information about the event can be found in the attached Notice. 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:** Tuesday, December 8, 2020 4:49 PM  
**To:** DSBRT@metrolinx.com  
**Cc:** Kristin Demasi  
**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 preliminary design.

<https://www.metrolinxengage.com/dsbrt>

**As members of the Technical Advisory Group, we request that you circulate this notice to your networks.**

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



## Appendix C – Newspaper Advertisements

---



**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

Scarborough Mirror  
November 5 & 12, 2020 Publications

---



**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons

# Eglinton Crosstown LRT

## Virtual Open House: November 10 Don Mills Rd. to Kennedy Rd.



**Metrolinx's Eglinton Crosstown, Toronto's new light rail transit line, is now more than 70% complete.** This includes major station construction, the installation of 32km of track and the start of vehicle testing.

When complete, the Crosstown will connect Mount Dennis in the west to Kennedy Road in the east, and the new service will be up to 60% faster than the bus service today. With 25 stations and stops, the Crosstown will change the way we move through the heart of the city.

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Note: There will be no real-time audience engagement.

**Join online at**  
**[www.metrolinxengage.com/en/eglintoncrosstown](https://www.metrolinxengage.com/en/eglintoncrosstown)**  
Each session begins at 6:30 p.m.

**For more information:**  
Email: [crosstown@metrolinx.com](mailto:crosstown@metrolinx.com)  
Phone: 416-482-7411

**METROLINX**

## Notice of Public Information Centre #3

### Durham-Scarborough Bus Rapid Transit

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 Highway 2 and Ellesmere Road.

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### Learn more

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Due to COVID-19, consultation will be conducted virtually. Information boards and narrated videos will be posted on the project website. Participants will be able to provide feedback by completing an online survey. Information will be available on the project website for four weeks.

### Public Information Centre #3 Virtual Event

Monday, November 16th, 2020 through

Friday, December 18th, 2020

<https://www.metrolinxengage.com/DSBRT>

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**Kristin Demasi,**  
Project Manager, Metrolinx  
97 Front Street West, Toronto, Ontario, M5J 1E6  
Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com) • Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020



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Aussi disponible en français.  
Notice first posted: November 2, 2020

Ajax-Pickering News Advertiser  
November 5 & 12, 2020 Publications

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Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com) • Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020



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**EASTERN (ON & NS)**

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[CanadianImmigrant.ca/careerfair/virtual](http://CanadianImmigrant.ca/careerfair/virtual)

**What you'll find at the fair:**

**Careers**

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- Career search and interview workshops
- Resume clinic
- LinkedIn photo headshots

**Education**

- University and college info
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Aussi disponible en français.

Notice first posted: November 2, 2020



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## 2021 Water and Sewer User Rates & Other Related Fees & Charges

### PUBLIC NOTICE

This is to give notice that the Council of The Regional Municipality of Durham intends to pass a by-law regarding the Water and Sewer User Rates and other water and sewer related fees and charges. A Finance and Administration Committee meeting in this regard will be held on:

### Finance and Administration Committee Meeting

Tuesday, December 8, 2020 at 9:30 a.m.

Council Chambers

Durham Region Headquarters

605 Rossland Road East, Whitby, Ontario

Regional Council will subsequently consider the proposed 2021 Water and Sewer User Rates and other related fees and charges at their meeting to be held on:

### Council Meeting

Wednesday, December 16, 2020 at 9:30 a.m.

Council Chambers

Durham Region Headquarters

605 Rossland Road East, Whitby, Ontario

The proposed 2021 Water and Sewer User Rate By-law may change the various water and sewer rates and other related fees and charges effective January 1, 2021. Comments from the public are welcome. To submit written comments to the Finance and Administration Committee, contact the Legislative Services Division by email at [clerks@durham.ca](mailto:clerks@durham.ca) or by telephone at 905-668-7711 or 1-800-372-1102, ext. 2054, by no later than noon on Monday, December 7.

If you wish to make a delegation before the Finance and Administration Committee, submit your request in writing to [delegations@durham.ca](mailto:delegations@durham.ca) by no later than noon on Monday, December 7. Members of the public who register in advance of the meeting will be provided with the details to delegate electronically. In an effort to help mitigate the spread of COVID-19 and to generally comply with the directions from the Government of Ontario, we strongly encourage interested members of the public to view the Committee meeting via live streaming by visiting: <https://www.eventstream.ca/events/durham-region>, instead of attending the meeting in person.

Notwithstanding the above, if in person attendance is required, arrangements must be made by emailing [clerks@durham.ca](mailto:clerks@durham.ca) prior to the meeting date to discuss the accommodation.

The 2021 Water Supply and Sanitary Sewage User Fee Report will be available upon request, on Friday, December 4, 2020 by contacting Finance Department staff at 905-668-7711 or 1-800-372-1102, ext. 2304. The Report will also be available on the Region's web site at [www.durham.ca](http://www.durham.ca) on Friday, December 4, 2020.

**Durham Region, Finance Department**  
605 Rossland Road East, Whitby Ontario L1N 6A3  
Phone (905) 668-7711  
[www.durham.ca](http://www.durham.ca)

Whitby & Oshawa This Week  
November 5 & 12, 2020 Publications

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## Notice of Public Information Centre #3

### Durham-Scarborough Bus Rapid Transit

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### Kristin Demasi,

Project Manager, Metrolinx

97 Front Street West, Toronto, Ontario, M5J 1E6

Email: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com) • Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020

### ■ NHL

## LOCAL PLAYERS NAMED TO WORLD JUNIOR ROSTER FOR TRYOUTS

CONNOR  
MCMICHAEL, COLE  
PERFETTI, RYAN  
O'ROURKE, LEAD  
LIST OF CANDIDATES  
FOR TEAM

TIM KELLY

[tkelly@durhamregion.com](mailto:tkelly@durhamregion.com)

Hockey Canada announced the 46 players chosen for its Canadian World Junior selection camp scheduled to begin Nov. 16 in Red Deer, Alberta and four players with Durham connections were among the invitees.

Leading the way is Ajax standout Connor McMichael, who was a member of last year's gold-medal-winning Canadian junior team. McMichael, a 2019 Washington Capitals' first-round NHL draft choice and London Knights junior star, is expected to be a lock to make this year's team. He finished third in OHL scoring last season with 102 points in 52 games.

Also a strong candidate to make the team is Whitby star Cole Perfetti of the Saginaw Spirit, who was just chosen 10th overall in the 2020 NHL draft by the Winnipeg Jets. Perfetti finished second in OHL scoring last year with 111 points in 61 games.

The third Durham native picked to attend the camp is Pickering defenceman Ryan O'Rourke of the Sault Ste. Marie Greyhounds and a second-round NHL draft choice in 2020 of the Minnesota Wild.

A not-unexpected invitee is Oshawa star forward Philip Tomasino, who lit it up when he came to the Generals in a blockbuster trade last January from Niagara Falls for nine draft choices. Tomasino, a 2019



Sabrina Byrnes/Torstar file photo

Connor McMichael, shown playing against the Generals in this file photo, has been invited to return to the Canadian World Junior camp in Red Deer, Alberta, on Nov. 16.

first-round pick of the Nashville Predators, finished fourth in OHL scoring last season with 100 points in 62 games.

"In a year where it is hard to find hockey positives, this proves to be a big one," Oshawa general manager Roger Hunt said. "We are so proud of Philip and how he played for us. I'm not one bit surprised at him being included in the Team Canada WJT roster. Phil's a dynamic game-breaking type player which any team should covet. We will be wishing Phil all the best out west and watching with pride."

In fact, including McMichael, six members of last year's gold-medal winning team have been invited back including Quintin Byfield (second overall pick in 2020 draft), Jamie Drysdale, Bowen Byram, Dylan Cozens and Dawson Mer-

cer. Most noticeable by his absence is top overall 2020 NHL pick Alex Lafreniere, who is expected to be playing in the NHL for the New York Rangers by the time the tournament is underway.

Also invited to the camp is 2022 draft-eligible star Shane Wright of the Kingston Frontenacs, 16. Five players who are draft eligible in 2021 have been invited as well.

In all, more than 25 of the players invited were first-round NHL draft choices in 2019 or 2020.

The tournament begins in Edmonton on Christmas Day with Canada's first game on Boxing Day. It will take place exactly like the NHL playoff bubble took place, with no fans attending games, organizers have previously announced, and all COVID-19 protocols in place.



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Aussi disponible en français.

Notice first posted: November 2, 2020

## OPINION

# PAYING THEIR SHARE

GOOGLE AND FACEBOOK MAKE MONEY FROM LOCAL NEWS, BUT PAY NOTHING FOR IT, WRITES GORDON CAMERON



GORDON CAMERON  
Column

*It's about trust. Our relationship with our readers is built on transparency, honesty and integrity. As such, we have launched a trust initiative to tell you who we are and how and why we do what we do. This article is part of that project.*

Every day, Durham journalists are out in our communities looking to tell the stories of the places we call home. Sometimes they're happy stories, other times sad, and sometimes they're stories that make you want to yell at your newspaper. Sure, there may be others who will bring you some local news, but when it comes to our local communities, nobody does it better.

Of course, that commitment to local journalism costs money, and to earn that money we sell ads, distribute flyers and work with local businesses to help them to grow and succeed. It's a community-first model that worked well for a long time.

Unfortunately, those days are gone.

These days, many advertisers have shifted their business away from printed newspapers to online sites such as Google

## DEFANGING BIG TECH

and Facebook.

While I could give you a whole bunch of reasons as to why newspapers are a better choice, this isn't a sales pitch. Nor is it a whiny complaint that those big, bad tech companies are eating all the candy and leaving none for us. This is about how they're using the local news content, that we've produced and paid for, to enrich themselves while giving very little back in return.

Google and Facebook are multi-billion-dollar companies, in spite of the fact that their core services are free for users. They are able to do that through a combination of online ad sales and selling access to data gleaned from their users.

However, did you notice what's missing from their business plans?

Neither of them actually produce any original content, meaning that in order for their businesses to work, they need to rely upon others to freely provide their unpaid labour so those companies can earn a profit.

Many willingly make this exchange as having a platform to easily share photos of grandma's 75th birthday outweighs the small amount of ad revenue that an individual could receive from them. The same cannot be said for newspapers which write the local news that is searched for on Google and shared on Facebook. Here the papers do all the work and incur all the costs, while the duopoly make the money.

It doesn't seem quite fair, does it?

That's why Canada's newspaper publishers have banded together to

press for the federal government to adopt the so-called Australian model to allow for those who do the work to share in the rewards of that work. This model would allow news organizations to join together to collectively bargain with Google and Facebook to create an equitable revenue distribution that would not only ensure the continued profitability of those online services, but ensure the ability of newspapers to continue to afford to report the news. Everybody wins.

The consumers get the same free services that they currently enjoy, the big tech companies get to continue to earn large profits, and newspaper companies get to continue producing the news we all rely on.

The sobering truth is that without some sort of agreement between news publishers and Google and Facebook, papers will go out of business, putting an end to the sort of quality journalism that we know is so important in a functioning democracy. And when that happens, you can be sure that neither Google nor Facebook will be swooping in to provide you with the local news that you once received from your local newspaper.

*Gordon Cameron is the group managing editor for Hamilton Community News and a member of MetroLinx's trust committee. [gocameron@hamiltonnews.com](mailto:gocameron@hamiltonnews.com). We welcome your questions and value your comments. Email our trust committee at [trust@metroland.com](mailto:trust@metroland.com)*

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons



# À 140 km à l'heure avec Shawn Jobin

Marie-Lou Bernatchez - L'Eau vive

Le chanteur et musicien francosais Shawn Jobin vient de sortir son nouveau simple, intitulé *140*. Le morceau figurera sur son prochain album *Distance* qui paraîtra au début de 2021. Il s'agit du 4<sup>e</sup> opus de l'artiste. Entretien:

## À quoi fait référence le chiffre 140, titre de votre nouveau morceau ?

La chanson parle du fait que, de nos jours, on va vite constamment. Même si 140 km/h n'est pas une si grande vitesse, on va vite dans la vie, sans s'arrêter. J'ai voulu m'arrêter et réfléchir là-dessus.

## Cette chanson est le fruit d'une collaboration ?

Oui, il s'agit d'une première pour moi, car j'ai co-composé la musique avec l'artiste Realmind de Montréal. Il est connu dans le milieu et compose pour d'autres artistes également. J'ai beaucoup aimé composer, et d'ailleurs il y a plusieurs autres de mes compositions musicales sur cet album. Je fais habituellement toujours

affaire avec d'autres collaborateurs qui m'inspirent.

## Vous scandez dans le refrain «On se demande où se cache le temps». C'est quelque chose qui vous préoccupe, le temps qui passe ?

J'ai toujours eu une espèce d'urgence à toujours vouloir en faire plus. Je suis une personne autodidacte, donc mon style de vie me permet de combiner mes talents et mes passions, j'apprécie cela. Je n'ai donc pas le sentiment de passer à côté de ma vie ou de manquer de temps.

## Est-ce que votre prochain album *Distance* fait référence à la pandémie qui sévit actuellement ?

Non, absolument pas. C'est un sujet que je voulais aborder avant la covid. J'ai beaucoup voyagé dans les dernières années et cela m'a amené à écrire sur la distance émotionnelle et physique que l'on peut ressentir. Il y a beaucoup de métaphores dans cet album. Ça parle d'explorations, de l'analogie des routes que l'on prend, de se retrouver...

## Le vidéoclip de 140 met en évidence les paysages de la Saskatchewan. C'est important pour vous de montrer votre coin de pays ?

Le clip a été tourné dans le sud de la Saskatchewan et c'est mon endroit préféré au Canada. Je trouve qu'il y a quelque chose de spirituel et de libérateur avec les badlands et les grands espaces.

Aussi, c'est un album que l'on veut pousser à l'international, notamment au Québec et en Europe. Le vidéoclip permet de montrer un côté de la province que les gens ne sont pas habitués à voir.

## Est-ce que la pandémie a fait changer vos projets ?

Oui, absolument. Premièrement, on devait sortir le single au mois de mai dernier. Normalement, j'aurais été en tournée, et il aurait été préférable pour le lancement de l'album que je sois sur place à Montréal avec le reste de mon équipe.

Il y a beaucoup de projets en Europe aussi que j'ai dû annuler. Mais, sinon, je travaille bien à distance. Je suis habitué.



Photo du clip «So close» dans la pampa en Saskatchewan. PHOTO: DUBIAT



Lactrice Gwyneth Paltrow et un de ses produits Goop.

## 90% des produits de Gwyneth Paltrow sont de la pseudo-science

Lactrice américaine Gwyneth Paltrow est saluée comme une entrepreneure à succès. On la retrouvait récemment dans un événement virtuel à Montréal intitulé «commerce et créativité». Ses allégations autour de la santé reposent pourtant sur du vent.

Paltrow a créé en 2008 l'entreprise Goop, décrite comme «une marque style de vie, qui fabrique et sélectionne» des produits dans les domaines de la santé, de la beauté et du «bien-être».

Dix ans plus tard, la valeur de la compagnie était estimée à 250 millions \$.

## Des conseils santé rigoureux ?

Lactrice affirme travailler avec des professionnels de la santé, mais les conseils liés à ses produits ne sont pour ainsi dire jamais appuyés sur la science. Parfois, ils froient la désinformation.

«Sa conclusion à laquelle elle était arrivée en 2018 la Dre Jen Gunter, une obstétricienne gynécologue canado-américaine: 90% des 110 produits de santé dont elle avait analysé les allégations sont «de la pseudoscience», écrivait-elle.

## Certains produits sont inoffensifs...

Certains sont inoffensifs. C'est le cas du bain de bouche à l'huile, proposé pour blanchir les dents et éliminer les bactéries de la bouche - bien que rien ne prouve que l'huile puisse agir comme nettoyant.

Le site regorge aussi de cristaux, d'huiles essentielles et de produits détox - même la validité scientifique du concept de «détox» est douteuse, au même titre que les produits en question.

Le directeur de recherche du *Health Law and Science Policy Group* de l'Université de l'Alberta, Timothy Caulfield, est l'auteur d'un livre sur l'impact négatif qu'ont sur la santé publique des traitements douteux proposés par les célébrités, intitulé *Is Gwyneth Paltrow Wrong About Everything?*, paru en 2015.

Il y raconte avoir essayé une des cures de détox proposées. Le produit lui a permis de perdre quelques kilos, mais sa flore intestinale n'a pas changé.

## ... d'autres comportent des risques

Certains produits peuvent même présenter des risques pour la santé. Par exemple, les œufs de jade vendus pour faciliter l'orgasme, mais aussi censés avoir une liste étonnante longue de propriétés: aider au contrôle de la vessie, éviter la descente anormale de l'utérus, intensifier l'énergie féminine, revigorer la «force intérieure», prévenir la dépression, réguler le cycle et participer à l'équilibre hormonal.

Ces allégations ont été modifiées à la suite d'un jugement rendu en 2018. Les œufs sont désormais vendus pour renforcer le périnée, avec un simple mode d'emploi. Mais ils ne sont pas inoffensifs pour autant. Les exercices avec ces œufs, que l'on fait bouger dans le vagin, ont pour but de mieux contrôler les muscles du bassin pelvien, qui soutient chez la femme les organes génitaux, l'anus et la vessie.

## Danger pour le vagin

Un plancher pelvien ferme et musclé

participe également au plaisir lors des relations sexuelles. Seulement, si les exercices avec les œufs sont mal exécutés, le résultat pourrait être contraire aux attentes.

De plus, le jade est poreux. Des bactéries peuvent donc y pénétrer, ouvrant la porte au développement d'une vaginose bactérienne ou même d'un choc toxique potentiellement mortel. Sans compter les risques d'infection si l'on réutilise l'œuf sans l'avoir bien nettoyé ou qu'on le garde trop longtemps dans le vagin!

Gwyneth Paltrow a également vanté sur son site les bienfaits d'un traitement vaginal à la vapeur et aux plantes, pour nettoyer, stimuler la production d'hormones, maintenir la santé utérine, réguler les menstruations et améliorer la circulation.

Pourtant, les douches vaginales sont déconseillées parce qu'elles évacuent les bactéries naturellement présentes et risquent d'entraîner des irritations et des vaginites.

## Condamnée pour publicité mensongère

En septembre 2018, des procureurs de la California Food, Drug, and Medical Devices Task Force ont déposé une poursuite contre Goop, pour des allégations santé non soutenues par la science, entourant certains produits vendus sur son site web.

En vedette: une huile essentielle prévenant la dépression, de même que les fameux œufs vaginaux de jade. Selon le jugement rendu par la Cour supérieure de Californie, une entente a été conclue entre les deux parties. Goop a ainsi accepté de payer une amende de 145 000 \$ et de rembourser les clients qui avaient acheté des œufs sur son site.

La compagnie s'est aussi engagée à ne plus utiliser ce type d'allégations en l'absence de preuves scientifiques émanant de sources compétentes et crédibles.

C'est l'organisme Truth in Advertising (TINA) qui est à l'origine de cette procédure judiciaire. En 2017, il avait répertorié une cinquantaine d'affirmations trompeuses sur le site de Goop. Il

avait alors envoyé une lettre à la compagnie pour lui demander de rectifier la situation. Devant l'inaction de Goop, l'organisme avait ensuite contacté les procureurs.

En janvier 2020, TINA a déposé une nouvelle plainte et réclamé la réouverture du dossier. Selon l'organisme, Goop ne respecterait pas les termes du jugement et continuerait de vendre des produits en utilisant des allégations santé trompeuses.

## Des controverses... bonnes pour les affaires!

Certains ont suggéré que toutes ces controverses, loin de nuire à la compagnie, alimentent sa croissance. Il est vrai que, malgré les nombreux avertissements et malgré les vérificateurs de fait qui ont démontré l'inefficacité des produits, la popularité de la marque ne se dément pas.

Paltrow n'est pas un cas unique: l'industrie du bien-être est largement occupée par les célébrités, et leurs anecdotes personnelles ont, pour plusieurs consommateurs, le poids d'une étude scientifique revue par les pairs.

En janvier 2020, le journaliste Michael Schulson rappelait dans le magazine de vulgarisation *Undark* que la controverse est payante et joue sur une rumeur connue: une vedette affirme que chose, les experts répliquent en déconstruisant les fausses informations via les médias sociaux... ce faisant, amenant encore plus de trafic vers le site décrié.

## Monétiser les vues sur Internet

La vedette maintient ses propos, profitant du coup de pub gratuit. Un portrait dans le *New York Times* en 2018 expliquait comment, dans un cours de gestion des affaires à l'Université Harvard, Gwyneth Paltrow aurait affirmé qu'elle pouvait «monétiser ces pages vues» (monetize those eyeballs) grâce à cette tempête médiatique.

La compagnie mise aussi fortement sur un segment de consommateurs déjà intéressé par l'homéopathie ou la médecine alternative, et les critiques ne font que renforcer l'identité de la marque.

Doit-on pour autant cesser de réfuter les affirmations trompeuses? Si, à court terme, la controverse peut avantager la marque, à long terme, juge Timothy Caulfield, il est primordial qu'une information de qualité soit disponible sur les réseaux.

Il faut aussi que le public soit mieux éduqué à la pensée critique, ajoutait la journaliste spécialisée en santé Julia Belluz, dans un autre article consacré à Goop. Et il faut éviter la moquerie, qui ne fait que rebouter les adeptes ou les incites.

— Catherine Crépeau, Catherine Couturier et Kathleen Couillard, Agence Science-Press

## OFFRE D'EMPLOI

Le journal Le Franco, le seul journal de langue française en Alberta, est à la recherche d'un.e journaliste. Le poste est basé à Edmonton et offert à temps plein pendant un an.

### Pour postuler:

- Déposez votre candidature sur le portail de Jeunesse Canada au travail;
- Faites parvenir à [direction@lefranco.ab.ca](mailto:direction@lefranco.ab.ca)
  - o un CV
  - o une lettre de motivation
  - o quelques exemples d'écrits

Vous avez jusqu'au 6 décembre 2020 !

## Avis de séance d'information publique n°3

### Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en instaurant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

### Le projet

Le service d'autobus rapides de Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough, Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



### En savoir plus

Nous vous invitons à assister à la troisième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séance s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin 2019 et à Scarborough en septembre 2019. La deuxième série de séance s'est tenue à Oshawa, à Whitby, à Ajax, à Pickering et à Scarborough en novembre 2019.

Dans le cadre de la troisième série de séance d'information publique, l'équipe du projet présentera et sollicitera des commentaires sur la conception préliminaire et le résultat des études techniques, y compris les impacts potentiels et les mesures d'atténuation proposées.

En raison du COVID-19, la consultation sera menée virtuellement. Des panneaux d'information et des vidéos commentées seront affichés sur le site Web du projet. Les

participants pourront fournir leurs commentaires en répondant à un sondage en ligne. Les informations seront disponibles sur le site Web du projet pour une durée de quatre semaines.

### Série de séances d'information publique n°3

#### Événement virtuel

Lundi 16 novembre 2020

Jusqu'au

Vendredi 18 décembre 2020

<https://www.metrolinxenqage.com/DSBRT>

Veuillez nous contacter pour demander des copies papier des documents de consultation, ou si vous avez besoin d'accommodements d'accessibilité. Toutes les informations produites dans le cadre de ce projet sont disponibles sur [www.metrolinxenqage.com](http://www.metrolinxenqage.com).

### Commentaires

Des commentaires et des informations concernant cette étude sont recueillis pour aider l'équipe d'étude à satisfaire aux exigences de la Loi sur les évaluations environnementales. Il est prévu que l'impact du projet soit évalué conformément au processus d'évaluation de projet de transport en commun tel que prescrit dans le Règl. 231/08. Les informations seront collectées conformément à la Loi sur l'accès à l'information et la protection de la vie privée. À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public.

Si vous avez des questions en lien avec le projet, souhaitez être ajouté à la liste de diffusion ou souhaitez apporter votre contribution à tout moment, veuillez contacter :

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## L'entraînement par intervalles, peu efficace pour perdre du poids

Catherine Couturier  
Agence Science-Presse

Alors que l'Organisation mondiale de la santé recommande au moins 150 minutes d'activité physique par semaine pour les 18-64 ans, des applications pour téléphones et des programmes d'entraînement promettent qu'un entraînement intensif moitié moins long serait tout aussi efficace pour la santé.

En prime, cela permettrait de perdre du poids rapidement. Mais on constate que la perte de poids n'est peut-être pas la meilleure raison pour adopter cette formule.

### Le HIIT

Les adeptes l'appellent le HIIT, soit la *High Intensity Interval Training*. Une séance de 25 minutes de cet entraînement par intervalles à haute intensité serait aussi profitable, sinon plus, qu'un entraînement de 50 minutes à intensité modérée.

Par définition, un entraînement de type HIIT cible une intensité de 80% à 100% de la fréquence cardiaque maximale (ce qu'on appelle le  $VO_2$  max, ou la capacité aérobie). Ce niveau d'intensité doit être atteint par des intervalles de 60 à 240 secondes, entrecoupés de périodes de récupération.

En comparaison, un entraînement à intensité modérée durera de 20 à 60 minutes en continu, et ciblera plutôt un  $VO_2$  max de 40 à 59 %.

Mais «le mythe le plus tenace avec

le HIIT», selon Eleonor Riesco, professeure à la Faculté des sciences de l'activité physique à l'Université de Sherbrooke et présidente de l'Association québécoise des sciences de l'activité physique, «c'est que cette activité est un *fat burner*» (un type d'exercice qui permet de brûler de la graisse).

**Un mythe: brûler des graisses**  
Or, la recherche ne permet pas d'affirmer que l'entraînement par intervalles permet de perdre du poids plus efficacement que l'entraînement traditionnel.

Ces dernières années, des études et des méta-analyses ont tiré des conclusions contradictoires, comme le soulignait une revue de la littérature menée par le groupe Cochrane sur les effets de l'entraînement par intervalles chez les personnes sédentaires. Ainsi, une méta-analyse concluant en 2019 que les deux types d'entraînement réduisaient le pourcentage de gras corporel, mais que l'entraînement par intervalles réduisait davantage la masse grasse (en kg). Notons toutefois que cet article a fait l'objet de critiques.

À l'opposé, deux méta-analyses publiées en 2017 ont conclu que l'entraînement de type HIIT était comparable à un entraînement modéré en ce qui concerne la perte de poids.

La première a examiné 13 articles qui comparent les effets des entraînements à intensité moyenne et haute chez les personnes obèses ; elle a fait ressortir des améliorations

similaires dans la composition corporelle, sans toutefois noter d'effet sur le poids.

L'autre méta-analyse, publiée par des chercheurs australiens, a analysé 31 études pour conclure que, pour perdre du poids, l'entraînement par intervalles n'est pas une méthode plus efficace que l'entraînement modéré en continu.

Le pourcentage de masse grasse perdu était très similaire dans les deux méthodes d'entraînement. En fait, aucune des deux n'a entraîné une réduction statistiquement et cliniquement significative du gras corporel.

**Des bénéfices: faire de l'exercice**  
Même s'il s'agit d'un entraînement par intervalles, comme l'entraînement en général d'ailleurs, ne permet pas de perdre du poids, il reste qu'il offre d'autres bénéfices.

Alors qu'une des barrières principales à l'activité physique est le manque de temps, un entraînement de courte durée, mais intensif, pourrait motiver les plus réticents et permettre à plus de gens de profiter des bénéfices de l'exercice.

Le HIIT pourrait en effet entraîner une amélioration similaire ou supérieure (comparativement à l'entraînement modéré) de la santé cardio-respiratoire, de la pression et de la rigidité artérielles, ainsi que des lipides sanguins (comme le cholestérol).

D'autres études ont conclu que l'entraînement HIIT pouvait réduire les risques cardiovasculaires de même que l'hypertension, chez les personnes atteintes de diabète de type 2.

## Les vaccins : de la production à la distribution en un temps record

Stéphane Desjardins - Agence Science Presse

Les sociétés partenaires Pfizer (américaine) et BioNTech (allemande) viennent d'annoncer un taux de succès de 90% du vaccin qu'elles développent contre la COVID-19. Si cela se confirme, 2021 sera l'année de grandes campagnes de vaccination.

Normalement, il faut jusqu'à dix ans pour passer de la recherche initiale à la distribution d'un vaccin à grande échelle.

Selon le site de la chaîne de télé *History*, le vaccin contre les oreillons aurait été, en 1967, le plus rapide de l'histoire à être homologué, après seulement 4 ans. Avec la COVID-19, on espère livrer un vaccin en un temps record, soit à la fin du premier semestre de 2021, mais rien n'est garanti.

Malgré l'urgence, les équipes qui travaillent sur les vaccins doivent franchir avec succès toutes les étapes avant que leur vaccin soit commercialisé.

Au début d'octobre, on recensait plus de 200 études en cours, dont une dizaine avait atteint la dernière étape, celle des essais cliniques de phase III. Voici un aperçu de ce long parcours.

### 1. La recherche initiale

D'abord, il faut comprendre la maladie. À partir d'études et d'échantillons de terrain, les chercheurs doivent identifier le pathogène: est-ce un virus ou une bactérie? De quelle nature? On doit aussi clairement identifier les mécanismes de défense immunitaires contre le pathogène.

Il faut ensuite déterminer si le pathogène, c'est-à-dire déterminer ses propriétés génétiques et biochimiques et savoir comment il se reproduit. Par exemple, avec la COVID-19, il s'agit d'une protéine nommée «Spike» qui lie le virus aux cellules du corps humain grâce à un récepteur situé sur la surface de la cellule.

Enfin, il faut établir un modèle animal qui reproduit l'infection chez l'humain, puis trouver et concevoir la substance qui cible la protéine correctement. Autrement dit, celle qui déclenchera la bonne réaction dans notre système immunitaire et lui permettra de reconnaître l'ennemi et de l'attaquer avec des anticorps appropriés.

### 2. Les études précliniques

Une fois la substance ciblée au point, on a un candidat vaccin. Il s'agit à présent de le tester. Première étape: des études précliniques, c'est-à-dire chez les animaux. Outre qu'on cherche à savoir s'il déclenche bel et bien la réaction immunitaire recherchée, on doit établir le dosage le plus efficace et démontrer sa stabilité et son innocuité.

Une fois qu'on a identifié l'antigène approprié, on doit le purifier pour être en mesure de le reproduire sur une base industrielle.

Ensuite, il faut sélectionner l'adjuvant (ou immunostimulant) approprié. Ce produit sert à stimuler davantage la réaction du système immunitaire. Il vise à produire notamment plus de cytokines.

Les adjuvants de dernière génération permettent d'augmenter de manière spectaculaire l'efficacité des vaccins, mais ce n'est pas tous les vaccins qui en contiennent.

### 3. Études cliniques chez l'humain

Vient ensuite les études chez les humains qui se divisent en 3 phases.

Phase I: On commence des tests avec le vaccin pilote sur des petits groupes d'humains (20 à 100 volontaires sains). On mesure la réponse de l'organisme selon différentes doses. On évalue la sécurité et récolte le plus de données possible.

Phase II: On teste sur des groupes plus étendus (entre 50 et 500 volontaires sains), puis on détermine un calendrier et les doses optimales.

Dans le cas du vaccin pour le SARS-CoV-2, plusieurs vaccins ont jumelé les phases I et II et quelques-uns sont entrés en phase III dès le septembre.

Phase III: On fait des tests sur de très larges groupes (entre 500 et 10 000 personnes; 30 000 dans le cas de la COVID-19, selon Cécile Tremblay, microbiologiste, infectiologue et professeure à l'Université de Montréal).

Ces tests sont menés sur des volontaires sains. 50% recevront le vaccin, 50% un placebo. On mesure ainsi régulièrement, sur plusieurs mois, l'efficacité du vaccin par des tests sérologiques (on vérifie la présence d'anticorps résultant d'une exposition récente ou passée, par prise de sang) ou avec le test habituel pour la COVID-19 (par écouvillons).

Puis on établit la liste des effets secondaires (inflammation, fièvre, troubles allergiques et articulaires, etc.). Cet enjeu est crucial dans la phase 3: par exemple, un effet secondaire qui ne surviendrait que chez une personne sur 500 pourrait échapper aux écrans radars lors des phases I et 2. C'est dans ce contexte qu'il est fréquent qu'une étude de phase 3 soit temporairement interrompue, le temps de s'assurer qu'un problème apparu chez un patient n'a pas été causé par le vaccin.

### 4. L'homologation

Une fois ces trois phases terminées, les vaccins doivent être homologués par les autorités de santé (Santé Canada, Food and Drug Administration aux États-Unis, European Medicines Agency pour l'Union européenne).

Celles-ci analysent les données scientifiques des études cliniques afin de confirmer l'efficacité et la sécurité du vaccin, ce qui prend normalement une soixantaine de jours. Une fois l'homologation obtenue, la société pharmaceutique peut commercialiser le vaccin.

Normalement, la communauté scientifique peut réviser les données scientifiques utilisées pour obtenir une homologation, ce qui ne fut pas le cas avec le vaccin russe Spoutnik V.

Le 12 août, le président russe Vladimir Poutine a en effet annoncé en grande pompe l'homologation d'un vaccin contre la COVID-19 qui serait commercialisé à l'automne, suscitant une controverse scientifique internationale.

On apprendit du coup que la Russie autorisait la commercialisation avant la fin des essais cliniques de phase 3, et n'avait pas publié les données des essais cliniques des phases précédentes. Impossible, donc, de vérifier l'efficacité du vaccin.

Ce sont des exemples comme celui-ci qui font que certains experts sont inquiets face à cette procédure accélérée.

### 5. La commercialisation

Enfin, les vaccins peuvent être commercialisés.

La production industrielle est donc lancée par les grandes sociétés pharmaceutiques (Merck, Sanofi, GlaxoSmithKline, Pfizer) dans des usines certifiées par les autorités de santé, qui effectuent de minutieux contrôles de la qualité des lots.

Les vaccins sont ensuite livrés dans les cliniques médicales, cabinets de médecins, hôpitaux et agences de santé internationales, là où est inoculée la population cible, sous supervision des autorités de santé.



**6. Les études de post-commercialisation (de phase IV)**  
Commentent alors les études de phase IV qui observent ce qui se passe sur le terrain. On mesure l'efficacité du vaccin et ses effets secondaires. On surveille également si le vaccin entraîne des complications de santé lorsqu'il interagit avec d'autres vaccins ou médicaments.

## Avis de séance d'information publique n°3

### Service d'autobus rapides de Durham-Scarborough

Metrolinx, une agence de la province de l'Ontario, transforme la façon dont les gens se déplacent dans la région en installant un réseau de transport en commun rapide, pratique et intégré. Une partie du présent plan prévoit un service de transport en commun à la fréquence accrue et à fiabilité améliorée le long de l'autoroute 2 et d'Ellesmere Road, soit le service d'autobus rapides Durham-Scarborough.

### Le projet

Le service d'autobus rapides de Durham-Scarborough proposé constitue un corridor de transport crucial reliant les gens dans la région de Durham et à Scarborough. Metrolinx étudie actuellement ce service avec ses partenaires dans la région de Durham et la Ville de Toronto. Une analyse de rentabilité initiale a été achevée au printemps 2018 pour définir le corridor et déterminer les coûts et avantages initiaux du projet, lesquels seront peaufinés à mesure que le projet avance.



### En savoir plus

Nous vous invitons à assister à la troisième série de séances d'information publique sur le projet du service d'autobus rapides Durham-Scarborough. La première série de séance s'est tenue à Oshawa, à Whitby, à Ajax et à Pickering en juin 2019 et à Scarborough en septembre 2019. La deuxième série de séance s'est tenue à Oshawa, à Whitby, à Ajax, à Pickering et à Scarborough en novembre 2019.

Dans le cadre de la troisième série de séance d'information publique, l'équipe du projet présentera et sollicitera des commentaires sur la conception préliminaire et le résultat des études techniques, y compris les impacts potentiels et les mesures d'atténuation proposées.

En raison du COVID-19, la consultation sera menée virtuellement. Des panneaux d'information et des vidéos commentées seront affichés sur le site Web du projet. Les participants pourront fournir leurs commentaires en répondant à un sondage en ligne. Les informations seront disponibles sur le site Web du projet pour une durée de quatre semaines.

### Série de séances d'information publique n°3

#### Événement virtuel

Lundi 16 novembre 2020

Jusqu'au

Vendredi 18 décembre 2020

<https://www.metrolinxengage.com/DSBRT>

Veillez nous contacter pour demander des copies papier des documents de consultation, ou si vous avez besoin d'accommodements d'accessibilité. Toutes les informations produites dans le cadre de ce projet sont disponibles sur [www.metrolinxengage.com](http://www.metrolinxengage.com).

### Commentaires

Des commentaires et des informations concernant cette étude sont recueillis pour aider l'équipe d'étude à satisfaire aux exigences de la Loi sur les évaluations environnementales. Il est prévu que l'impact du projet soit évalué conformément au processus d'évaluation de projet de transport en commun tel que prescrit dans le Règlement 231/08. Les informations seront collectées conformément à la Loi sur l'accès à l'information et la protection de la vie privée. À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public.

Si vous avez des questions en lien avec le projet, souhaitez être ajouté à la liste de diffusion ou souhaitez apporter votre contribution à tout moment, veuillez contacter :

Kristin Demasi,  
Gestionnaire de projet, Metrolinx  
97 Front Street West,  
Toronto (Ontario) M5J 1E6  
Courriel: [DSBRT@metrolinx.com](mailto:DSBRT@metrolinx.com)  
Tél: (416) 202-3723

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Première publication de l'avis: 2 novembre 2020

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## Appendix D – Website Content

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**PARSONS**

Prepared for Metrolinx  
by IBI Group & Parsons



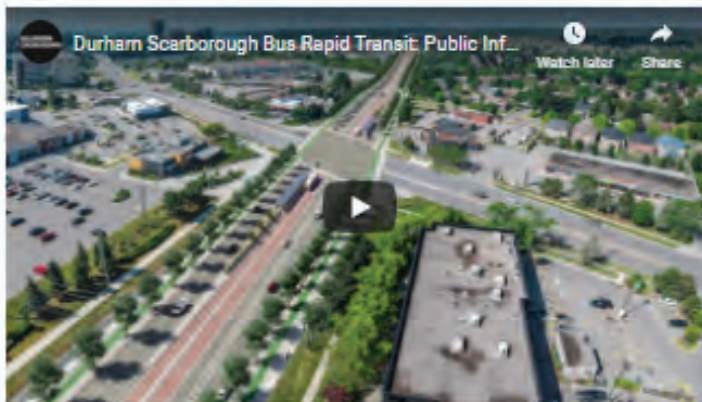


# Durham-Scarborough Bus Rapid Transit

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## Durham-Scarborough Bus Rapid Transit - Public Information Centre #3

To protect our staff and the public during COVID-19, consultation will be conducted virtually.



### Whitby Q & A - Live Meeting

View a recording of the live event, read the questions asked and download the presentation materials.

[Learn more →](#)

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. Click on the links below to learn more.



[Background Information](#)



[Environment](#)



[Bus Rapid Transit Stops](#)



[Traffic & Active Transportation](#)

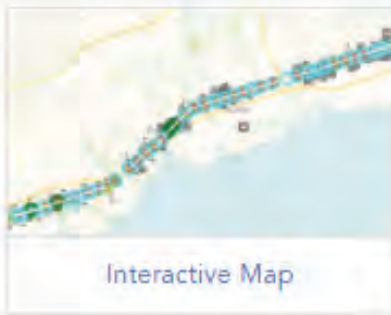


[Construction & Phasing](#)



[Ask-a-Question](#)





## Preview your community's preliminary design

and fill out the survey to have your say.

### Toronto & West Turn Around

Ellesmere Road from Grangeway Avenue to Kingston Road and Kingston Road to the Rouge Valley.

### Pickering

Kingston Road from Altona Road to Notion Road.

### Ajax

Kingston Road from Notion Road to Lake Ridge Road.

### Whitby

Dundas Street from Lake Ridge Road to Thornton Road.

### Oshawa & East Turn Around

King Street from Thornton Road to Simcoe Street and Bond Street from King Street to Simcoe Street.

# Traditional Land Acknowledgement

## **Durham Region Traditional Land Acknowledgement:**

We are currently located on land which has long served as a site of meeting and exchange among the Mississaugas Peoples and is the traditional and treaty territory of the Mississaugas of Scugog Island First Nation. We honour, recognize and respect this nation and Indigenous Peoples as the traditional stewards of the lands and waters on which we meet today.

## **City of Toronto Traditional Land Acknowledgement:**

The City of Toronto acknowledges that we are on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. The City also acknowledges that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.



# Indigenous Relations at Metrolinx

- In 2018 Metrolinx made a commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers, in alignment with its strategic objectives
- The Indigenous Relations Office (IRO), established in 2019, has a mandate to:
  - Build and grow relationships with Indigenous Nations, organizations, businesses and customer-residents
  - Provide guidance and support for the development and implementation of organizational-wide policies, processes required for effective engagement
  - Support diversity and inclusion efforts
- In 2020, the IRO became the sole point of contact for Indigenous Nations and works with EPA to coordinate engagement and communication related to all projects
- The IRO is working to identify engagement best practices with each community within Metrolinx's operating area

## **Engagement at a Glance**

- Ensure consistent, timely and transparent communication
- Consider requests for capacity funding
- Ensure participation in Stage 2+ archaeological fieldwork
- Ensure all archaeological assessments are sent in draft to Nations for review
- Hold regular meetings with Nations





# Expanded & Evolving Landscape

Metrolinx operating area transverses 3 traditional territories and 19 treaties



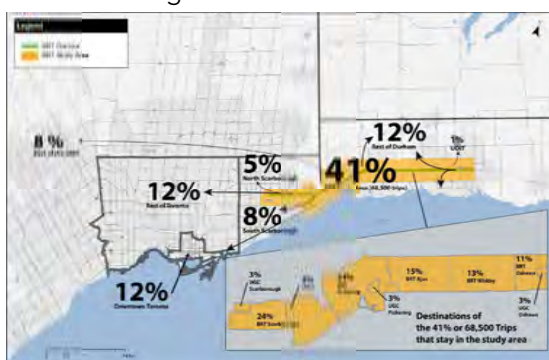
## Did You Know?

Metrolinx regularly engages with 13 Indigenous Nations:

- Williams Treaties First Nations
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
- Haudenosaunee Confederacy Chiefs Council
- Six Nations of the Grand River
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario

# What is Durham-Scarborough Bus Rapid Transit?

The Durham-Scarborough Bus Rapid Transit project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect to Scarborough Centre.



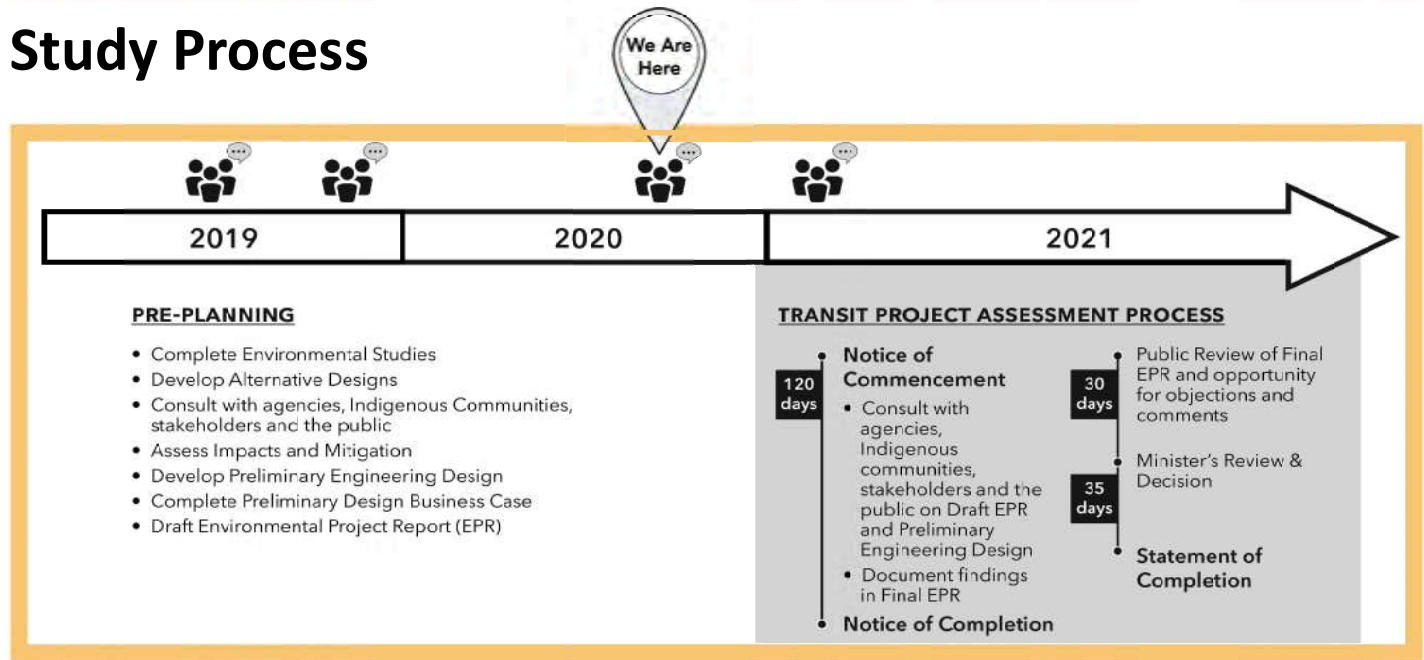
Source: 2011 Transportation Tomorrow Survey, Durham-Scarborough BRT Initial Business Case 2018

## Problem and Opportunity Statement:

The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints. With rapid growth in the past decade and an expectation for this growth to continue into the future, demand for travel along the corridor will continue to increase and a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary.



# Study Process



# What We Heard at Public Information Centre #2

Public Information Centre #2 was held in November 2019. Six events were held in Toronto, Pickering, Ajax, Whitby, and Oshawa. Over 110 members of the public signed in at the Public Information Centre. Members of the public were able to provide feedback by filling out a comment sheet, completing an online survey, or emailing the project team directly. Feedback showed that the public was generally supportive of the technically preferred solutions. The public identified:

## Opportunities to:



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



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



Improve safety for all road users



Improve the public realm along the corridor



Improve connections to existing major trip generators within Durham Region and Scarborough

## Concerns about:



Access restrictions due to raised islands separating dedicated transit lanes from general traffic lanes



Potential increase in traffic congestion and traffic infiltration in surrounding neighbourhoods



Potential business impacts



Potential impacts to the historic character of Pickering Village

# BRT Lane Options

## Centre-median bus lanes



- Dedicated transit lanes in the centre of the road.
- Stops in the centre of the road at signalized intersections. Pedestrians can access stops through a two-stage crossing.
- Centre raised island restricts left-turns into and out of unsignalized side streets and driveways.

## Curbside bus lanes



- Dedicated transit lanes on the outside of the road.
- Stops on the side of the road at signalized intersections.

In general, dedicated transit lanes are preferred.

### ✓ **Reliable**

Most consistent Rapid Transit travel time between destinations.

### ✓ **Wise Investment**

Multiple service providers can use the lanes, supporting improved network integration.

### ✓ **Safe**

Fewer conflict points between turning traffic and transit.

### ✓ **Walkable**

More opportunities for streetscaping in between Rapid Transit stops.

### ✓ **Future proof**

Dedicated lanes are more flexible to future uses such as Light Rail Transit.



# BRT Vehicles



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

Vehicles are high capacity carrying up to 90 people.



Source: NGT news

Articulated TTC bus



Articulated VIVA bus

Vehicles run primarily in dedicated lanes and have priority through intersections to maintain service reliability.

# BRT Stops



Rendering of proposed centre median Bus Rapid Transit stop at Markham Road in Scarborough.

Bus Rapid Transit curbside stop in Brampton, Ontario.



Bus Rapid Transit curbside stop in Durham Region.



## Providing Feedback

Thank you for attending. We appreciate your feedback. Please let us know your thoughts by:

- Completing the online survey.
- Emailing your feedback to [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com).
- Mailing your feedback to the address listed below.

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David Hopper  
Project Manager  
Parsons  
(416) 352-8625

## Next Steps

- The project team will refine the design based on input received from technical agencies, stakeholders and members of the public from the third round of consultation.
- A Preliminary Design Business Case will be refined to reflect adjustments made to the recommended design. The Business Case will be used to clarify the scope and cost of the project, and request construction funding for the project.
- The Transit Project Assessment Process will be initiated and stakeholders will be notified through a Notice of Commencement.
- The next round of public meetings are planned for Winter 2021.

### Stay up-to-date by:

- Signing-up for the project mailing list: [dsbrt@metrolinx.com](mailto:dsbrt@metrolinx.com)
- Visiting the project website: [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt)



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The Durham-Scarborough Bus Rapid Transit project is preparing for the Transit Project Assessment Process, a streamlined Environmental Assessment process under Ontario Regulation 231/08. To support the project, environmental studies are being completed to document existing conditions and assess any potential impacts from the Bus Rapid Transit project.

Field investigations were undertaken in 2019 and 2020 to collect data on existing conditions.

The studies will determine potential impacts and document mitigation measures that could be applied to reduce or eliminate potential impacts. Mitigation measures proposed will be used by the design team to review and improve the design.

These studies will form part of the Environmental Project Report, which will be posted for public review.

Impact assessments for the air quality, noise and vibration, and climate change studies are still underway. More details on impacts and mitigation measures will be available at Public Information Centre #4.

View the environmental studies by clicking the icon below:

[Air Quality](#)[Archaeology](#)[Climate Change](#)[Cultural Heritage](#)[Natural Heritage  
and Tree Inventory](#)[Noise and Vibration](#)[Phase I  
Environmental Site  
Assessment](#)[Socio-economic  
Conditions](#)[Stormwater and  
Structures](#)



## DSBRT - PIC 3 - Air Quality

Data from air quality monitoring stations was examined to determine existing conditions and the location of sensitive receptors. The existing conditions review is underway.

Air emissions that will be assessed include: CO, NO<sub>2</sub>, SO<sub>2</sub>, VOCs, PM<sub>2.5</sub>, PAH, GHG

Examples of sensitive receptors include:

- Place of residence
- Child care facility
- Health care facility
- Senior citizen's residence
- Long-term care
- School

Next, modelling will be conducted to determine air quality levels at sensitive receptor locations. Future 'with BRT' and 'without BRT' scenarios will be modelled.

## Impacts

Potential construction impacts include:

- Air pollution and dust from construction activities

## Mitigation

To mitigate construction impacts, the following measures are proposed:

- Cover sources of dust where possible
- Apply dust suppressants
- Use low emissions equipment where possible
- Limit dust generating activities during high-wind conditions

Operational impacts and mitigation measures will be presented at Public Information Centre #4.

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## DSBRT - PIC 3 - Archaeology

Archaeologists completed a Stage 1 Archaeological Assessment to determine archaeological potential within the study area.

Parts of the study area have archaeological potential and will require a Stage 2 assessment prior to disturbance / construction. This excludes areas with slopes in excess of 20 degrees, low and wet conditions, and deep and extensive land disturbance.

Interested Indigenous Communities may be engaged during further assessments. Most of the study area does not retain archaeological potential or has already been assessed by previous studies.

## Cemeteries

Five cemeteries were identified within the study area. Three require a Cemetery Investigation:

- Ajax: St. George's Anglican Church Cemetery
- Whitby: Mount Lawn Cemetery
- Oshawa: Union Cemetery

A Stage 3 Cemetery Investigation is required for lands impacted by the project within 10 m of cemetery properties to confirm the presence or absence of unmarked graves. If unexpected archaeological materials are encountered during construction, all work will stop. The site will be protected and assessed by a licensed archaeologist before work can resume.

## Previously Registered Archaeological Sites

Three previously registered archaeological sites are located within the study area. None of these sites exhibit cultural heritage value or interest or require further assessment.

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### Ellesmere Road and Markham Road

This area has no archaeological potential.



### Dundas Street near Garden Street

The area beyond the bridge footing and right-of-way requires a Stage 2 Archaeological Assessment.



## DSBRT - PIC 3 - Climate Change

Durham-Scarborough BRT will encourage more sustainable transportation choices and lead to increased climate resiliency.

### Encourage more sustainable modes of transportation by:

- Increasing transit ridership by providing a more reliable, convenient, and comfortable transit service
- Improving existing active transportation facilities and eliminating gaps in the network

### Increase climate resilience by:

- Including street trees within the boulevard, where feasible
- Implementing Low Impact Development measures, where feasible
- 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.

An assessment will be completed to determine the project's impact on greenhouse gas emissions. Both existing and future scenarios will be compared to the Ontario provincial target. Potential mitigation measures will be recommended.

Impacts and mitigation measures will be presented at Public Information Centre #4.

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## DSBRT - PIC 3 - Cultural Heritage

Cultural heritage specialists reviewed the corridor to identify known and potential cultural heritage (CH) properties.

A total of 230 built heritage resources and cultural heritage landscapes were identified in the study area. Assessment of impacts is underway.

|                   |   |
|-------------------|---|
| City of Toronto   | <b>15 Total:</b><br>2 Known CH Properties<br>1 Commemorative Feature<br>1 National Urban Park<br>11 Potential CH Properties |
| City of Pickering | <b>17 Total:</b><br>1 Known CH Property<br>16 Potential CH Properties   |
| Town of Ajax      | <b>59 Total:</b><br>1 Heritage District<br>12 Known CH Properties<br>46 Potential CH Properties                             |
| Town of Whitby    | <b>62 Total:</b><br>2 Known CH Properties<br>1 Commemorative Feature<br>59 Potential CH Properties                          |
| City of Oshawa    | <b>77 Total:</b><br>1 Known CH Property<br>76 Potential CH Properties   |



The Rouge National Urban Park is Canada's first national urban park.



Some of Downtown Oshawa's mixed use buildings are potential built heritage resources.



Potential cultural heritage properties include farmscapes.



This built heritage resource is a known cultural heritage property, designated under the Ontario Heritage Act.

Examples of cultural heritage properties within the study area.

## Impacts

The preliminary preferred design strives to stay within the road allowance to minimize impacts to cultural heritage resources. In some areas, where avoidance is not possible, the design may result in direct impacts to known/potential cultural heritage resources. Construction activities may result in indirect impacts.

## Mitigation

To mitigate impacts, the following measures are proposed:

- A Cultural Heritage Evaluation Report will be completed to understand the directly impacted resource's cultural heritage value or interest.
- If the resource has cultural heritage value or interest, a Heritage Impact Assessment will be completed.
- Local Heritage Advisory Committees and the Ministry of Heritage, Sport, Tourism and Culture Industries will be consulted during the completion of the studies.
- Indirect impacts include temporary adverse vibration from construction activities. A condition assessment of structures within the vibration zone of influence is recommended.

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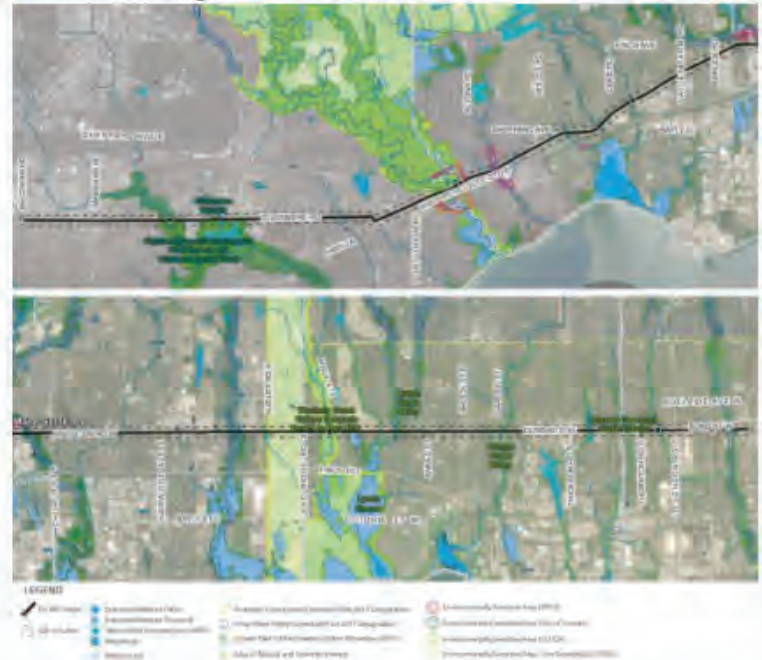


## DSBRT - PIC 3 - Natural Heritage and Tree Inventory

Detailed field investigations were undertaken between April 2019 and June 2020 to examine natural heritage features and tree resources.

The following are present within the study area:

- 7,926 trees consisting of 86 species
- 305 plant species, 57% native and 43% non-native
- 7 herpetofauna, 1 invertebrate, 9 mammal species and 69 bird species
- 17 species at risk (3 aquatic, 2 plant, and 12 wildlife): 3 were identified during field investigations: Barn Swallow, Butternut and Kentucky coffee tree
- 3 Provincially Significant Wetlands
- 14 Environmentally Significant/Sensitive Areas, and 3 Areas of Natural and Scientific Interest
- 23 watercourses within 10 watersheds



## Impacts and Mitigation

Potential construction impacts include:

- Removal / disturbance of roadside trees, vegetation/vegetation communities and significant natural heritage features
- Removal / disturbance of wildlife/wildlife habitat
- Disturbance to species at risk/species at risk habitat
- Disturbance to fish/fish habitat
- Disturbance to soils and an increase in erosion and sedimentation

To mitigate construction impacts, the following measures are proposed:

- Construct buffers around trees and other sensitive environmental features to prevent injury and minimize disturbance
- Adhere to timing restrictions for construction and in-water works
- Implement erosion and sediment control measures
- Meet requirements under the Canada *Species at Risk Act* and Ontario *Endangered Species Act*

Operational impacts and mitigation measures will be presented at Public Information Centre #4.

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## DSBRT - PIC 3 - Noise and Vibration

A background review has been completed. Aerial and street-level photography was examined to determine noise and vibration sensitive receptors.

About 40 potential sensitive receptors have been identified to help understand the ambient noise within the study area.

Next, modelling will be completed to analyze future conditions. Future 'with BRT' and 'without BRT' scenarios will be modelled, and noise and vibration levels will be determined for each scenario. Based on the impacts, additional mitigation measures may be proposed.

### Impacts

Potential construction impacts include:

- Noise and vibration from construction activities

### Mitigation

To mitigate construction impacts, the following measures are proposed:

- Use low vibration construction equipment where possible
- Use construction equipment that is compliant with the Ministry of Environment, Conservation, and Parks' noise level specifications
- Implement restrictions on construction hours

Operational impacts and mitigation measures will be presented at Public Information Centre #4.

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## DSBRT - PIC 3 - Phase I Environmental Site Assessment

The intent of the Phase 1 Environmental Site Assessment is to determine if current or historical uses have impacted the soil or groundwater.

A background review was completed, including a desktop review of contaminant data and field reconnaissance.

If the findings suggest that soil and/or groundwater are impacted in areas of anticipated soil excavation and/or dewatering during construction, the Phase 1 Environmental Site Assessment will recommend subsurface soil and/or groundwater sampling in those locations.

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### DSBRT - PIC 3 - Socio-economic Conditions

An existing conditions review was completed to understand the population that exists in the study area. Census data was reviewed to determine factors such as population and business density, age structure, household income, immigration and education attainment.

The review found that there are areas with a high density of businesses along the corridor. BRT will support expected growth by connecting people and jobs along the corridor.

### Map of Business Density



[Click to enlarge](#)

The North American Industry Classification System structure was used to categorize businesses into the following classifications:

- Primary
- Employment Lands
- Retail and Service
- Office
- Institutional

Some businesses classifications are more sensitive to disruptions such as construction and loss of parking than others.



# Impacts

Potential construction impacts include:

- Temporary disruption to accesses and parking
- Temporary disruption to curbside activities
- Temporary closure of sidewalks and cycling facilities
- Congestion related to construction activity and detours
- Visual effects from construction areas/activities
- Reduction of on-street parking

Potential operational impacts include:

- Permanent changes to access with centre-medians
- Improved streetscape, walking and cycling facilities
- Higher demand for community resources within study area due to new development / redevelopment

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# Mitigation

To mitigate construction impacts, the following measures are proposed:

- Develop an action plan to support businesses including signage, wayfinding and an ambassador program
- Implement Curbside Management Plan for waste removal, deliveries and pedestrian activities
- Create Emergency Response Plan
- Create Traffic Management and Control Plan
- Identify alternative parking to support businesses

To mitigate operational impacts, the following measures are proposed:

- Implement signage and educational programs to educate the public about u-turns
- Identify alternative goods movement routes to support businesses
- Work with emergency services to identify potential median crossings and / or alternative routes
- Identify need for additional community resources to maintain adequate capacity through the development application process



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## DSBRT - PIC 3 - Stormwater and Structures

Major culverts and bridges along the BRT corridor have been identified and reviewed to understand the existing hydraulic and structural conditions.

There are 32 crossings along the corridor, including: 28 watercourse or drainage ditch crossings, and 4 other crossings of railways and highways.

### Crossings Map



[Click to enlarge](#)

Modification is recommended at multiple locations. Potential modifications include replacement, rehabilitation, extension or widening to: meet current hydraulic standards, strengthen older structures, and accommodate the addition of bus lanes.

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# Proposed Stop Locations

At PIC #2, 47 BRT stop locations were proposed.

Since then we've added two more stops in Toronto: one at Parkington Crescent and one at Dolly Varden Boulevard, for a total of 49 proposed BRT stops.

We want to hear your thoughts on the 49 proposed stop locations. To provide input, visit our online interactive Bus Rapid Transit map. To access the map please visit [www.dsbrtmap.ca](http://www.dsbrtmap.ca).

CITY OF TORONTO  
14 stops

CITY OF PICKERING  
10 stops

TOWN OF AJAX  
9 stops

TOWN OF WHITBY  
10 stops

CITY OF OSHAWA  
6 stops

49 stop locations are proposed

730 m average stop spacing



METROLINX



Durham Region Transit

Toronto



PARSONS



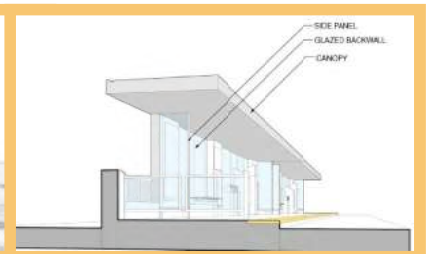
# BRT Stop Design

These renderings illustrate what the BRT shelters and platforms could look like.

Two different concepts are proposed:

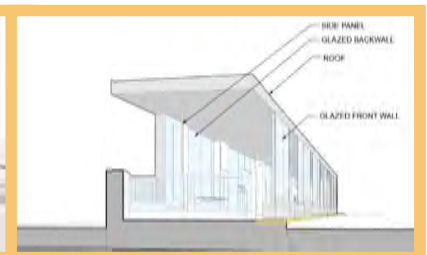
## Toronto:

Open concept shelters, with wind screens for weather protection



## Durham Region:

Enclosed, pass-through shelters, with openings that align with bus doors



METROLINX



Durham Region Transit

Toronto



PARSONS





## BRT Stop Design

The following elements will be consistent among all shelters along the corridor:

- Platform width (3.6 or 4.2 m, context sensitive)
- Width of sheltered area
- Access ramp and railings
- Tactile strips
- Location of stop name signage



Rendering of Markham Road stop in Toronto

Certain parts of a shelter can be customized, including:

- Materials, colours and finishes of the platform surface and/or wall panels
- Art, maps, and cultural heritage elements
- Placement and amount of benches and seating
- Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations
- Curbside platforms can be narrower or integrated with sidewalk

Level-boarding is being considered for the system.

## Accessing Centre-Median Stops



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



**2** ...and waits to cross the street.



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



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



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



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



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



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





Ellesmere Road at Markham Road, looking west



Ellesmere Road east of Markham Road, looking west





Ellesmere Road at Neilson Road, looking west

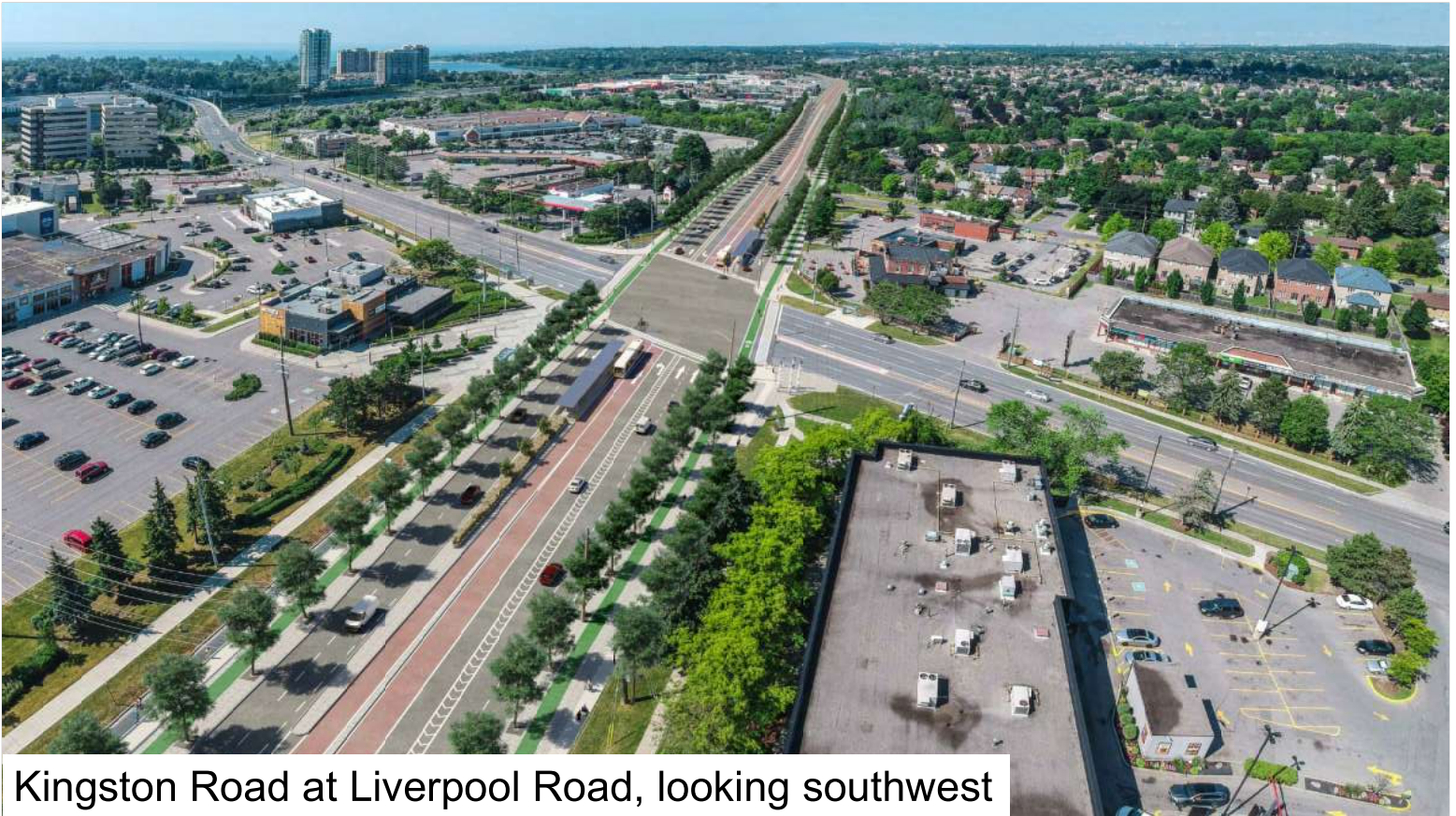


Ellesmere Road east of Neilson Road, looking west





Ellesmere Road west of Muirbank Boulevard, looking west



Kingston Road at Liverpool Road, looking southwest





Kingston Road east of Liverpool Road, looking southwest



Kingston Road at Glenanna Road, looking southwest





Kingston Road at Church Street, looking west



Kingston Road east of Church Street, looking west





Kingston Road at Rotherglen Road, looking east

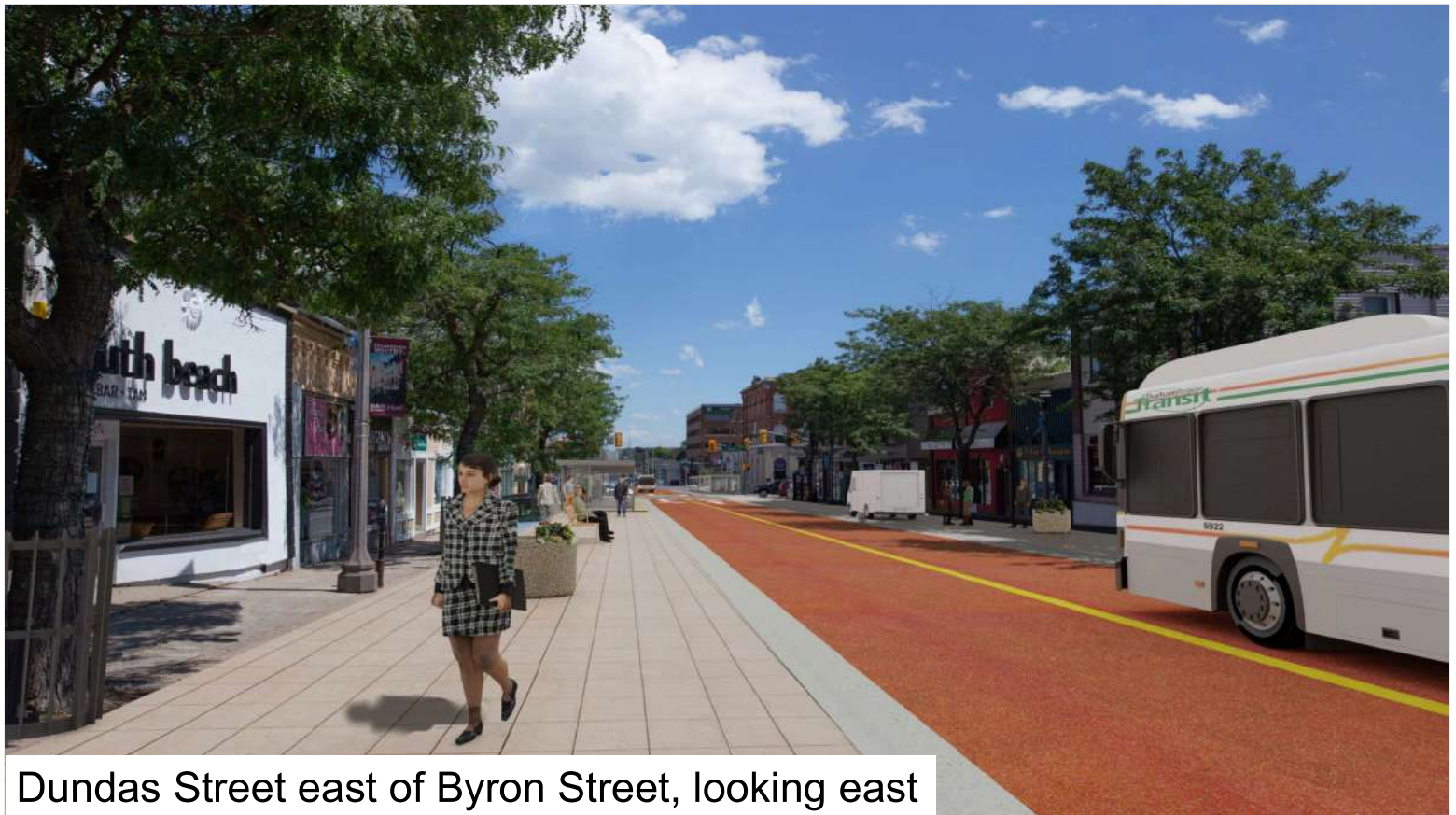


Dundas Street at Annes Street / Cochrane Street, looking east





Dundas Street west of Annes Street / Cochrane Street, looking east

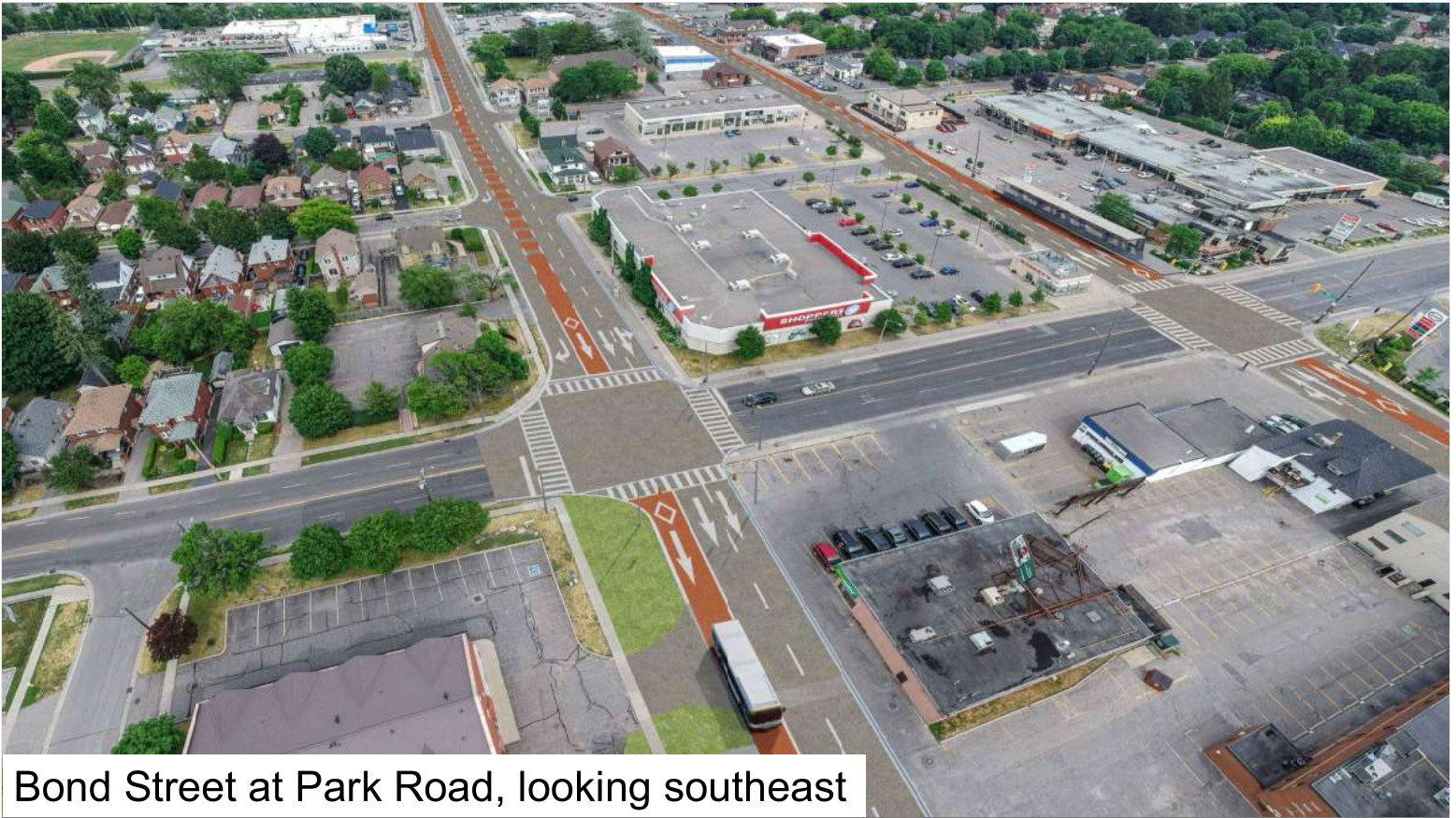


Dundas Street east of Byron Street, looking east





Bond Street east of Stevenson Road, looking west



Bond Street at Park Road, looking southeast





Bond Street east of Park Road, looking west

## Transit Travel Time Reliability

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



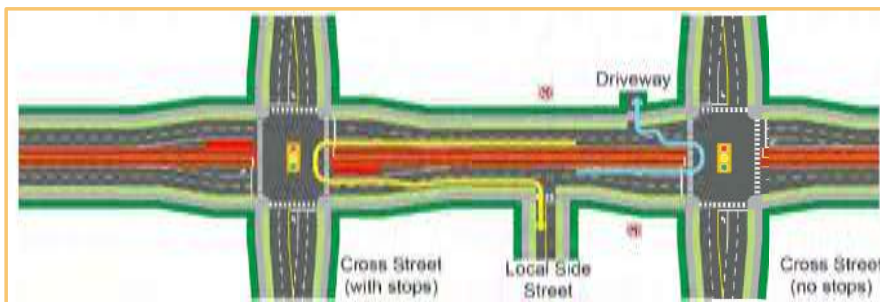
Performance measures include traffic and transit travel times, and reliability of travel times.

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



## Left-turns and U-turns

Raised islands will separate transit lanes from general traffic lanes between signalized intersections. These islands will prevent left-turns at unsignalized intersections and driveways. The graphic below shows how travel patterns may change.



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



# Active Transportation

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



Sample rendering of a cycle track.

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

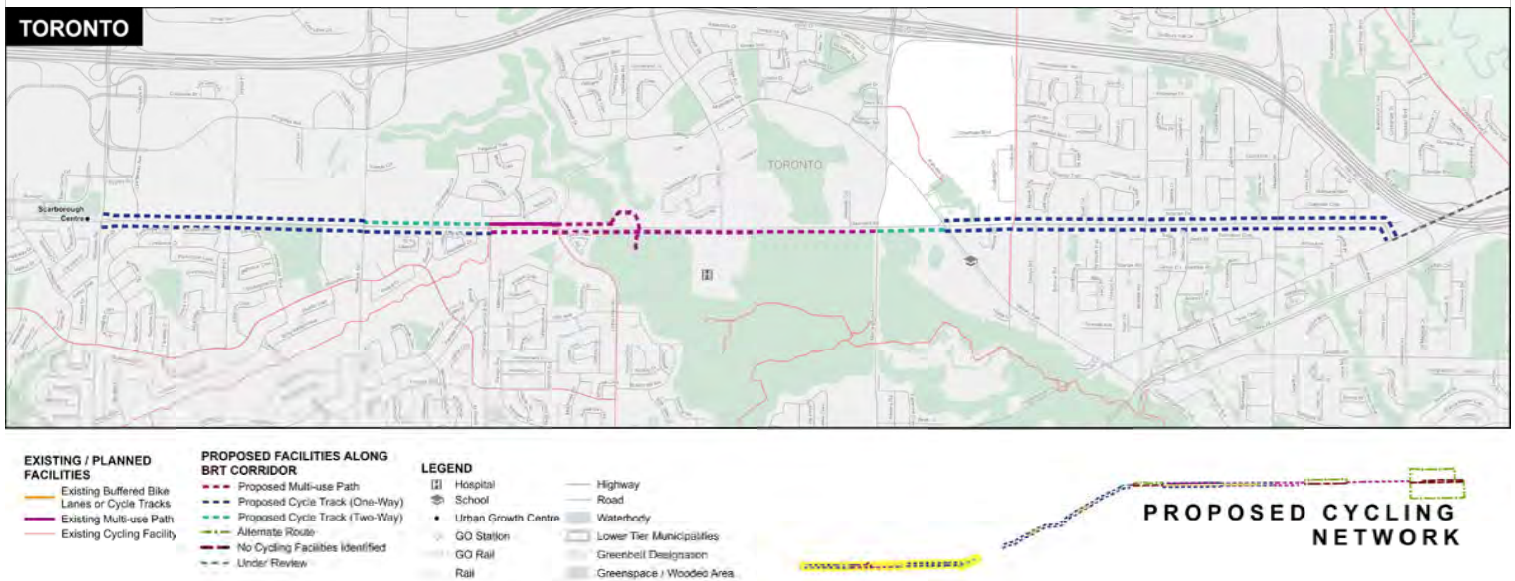
Bike parking will be provided near stop locations to connect cyclists to transit.

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

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

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

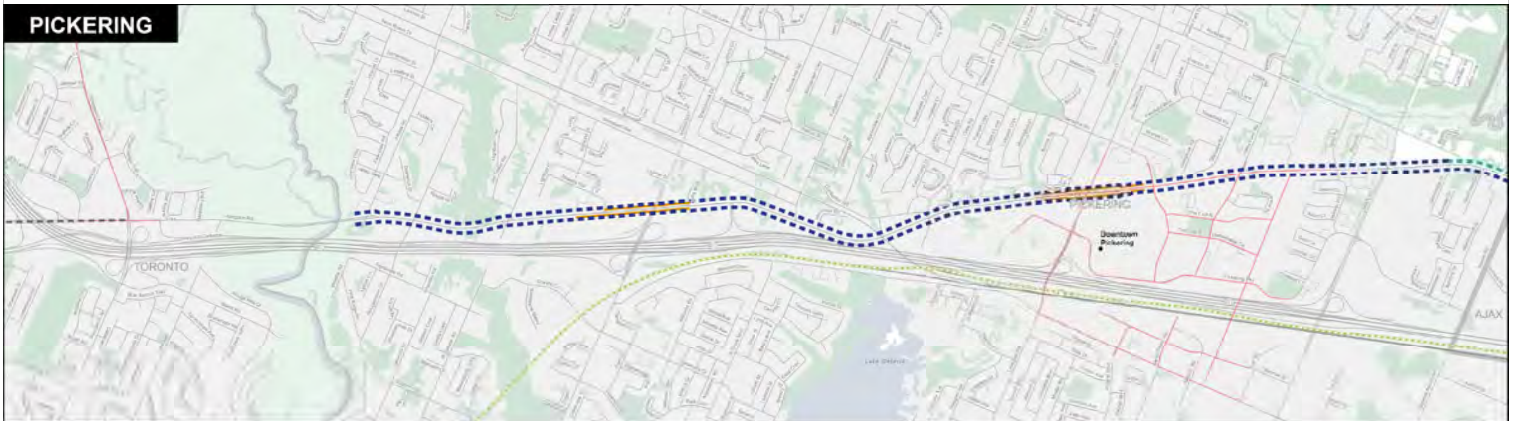
# Cycling Facilities





# Cycling Facilities

## PICKERING



**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

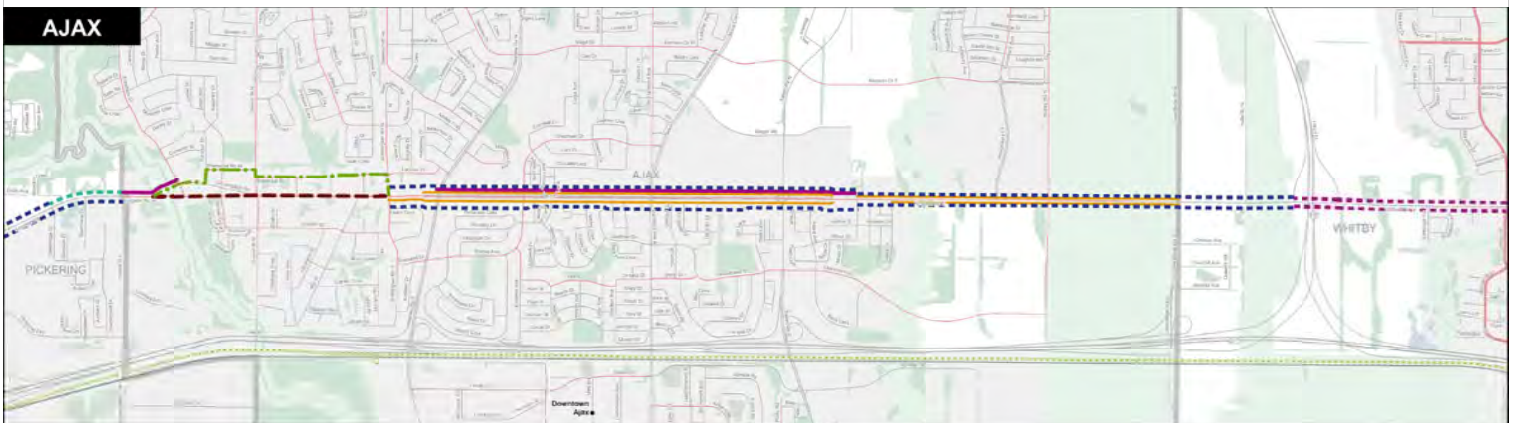
- Hospital
- School
- Urban Growth Centre
- GO Station
- GO Rail
- Rail
- Highway
- Road
- Waterbody
- Lower Tier Municipalities
- Greenbelt Designation
- Greenpace / Wooded Area

## PROPOSED CYCLING NETWORK



# Cycling Facilities

## AJAX



**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

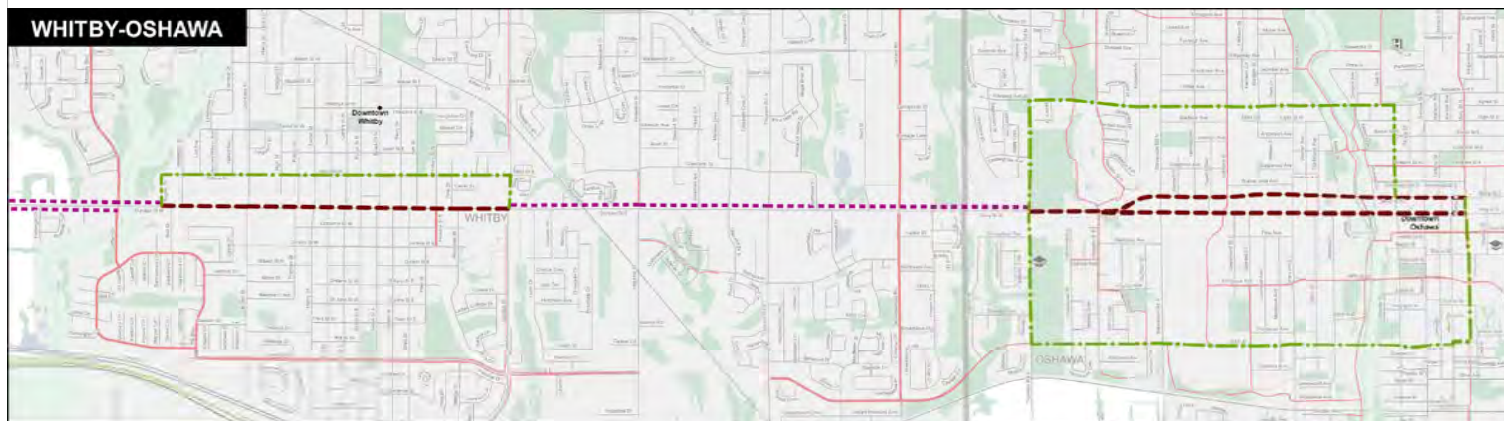
- Hospital
- School
- Urban Growth Centre
- GO Station
- GO Rail
- Rail
- Highway
- Road
- Waterbody
- Lower Tier Municipalities
- Greenbelt Designation
- Greenpace / Wooded Area

## PROPOSED CYCLING NETWORK



# Cycling Facilities

## WHITBY-OSHAWA



**EXISTING / PLANNED FACILITIES**

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

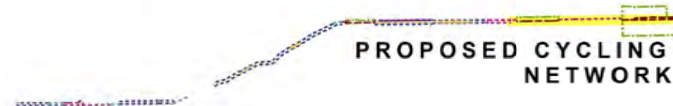
**PROPOSED FACILITIES ALONG BRT CORRIDOR**

- 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
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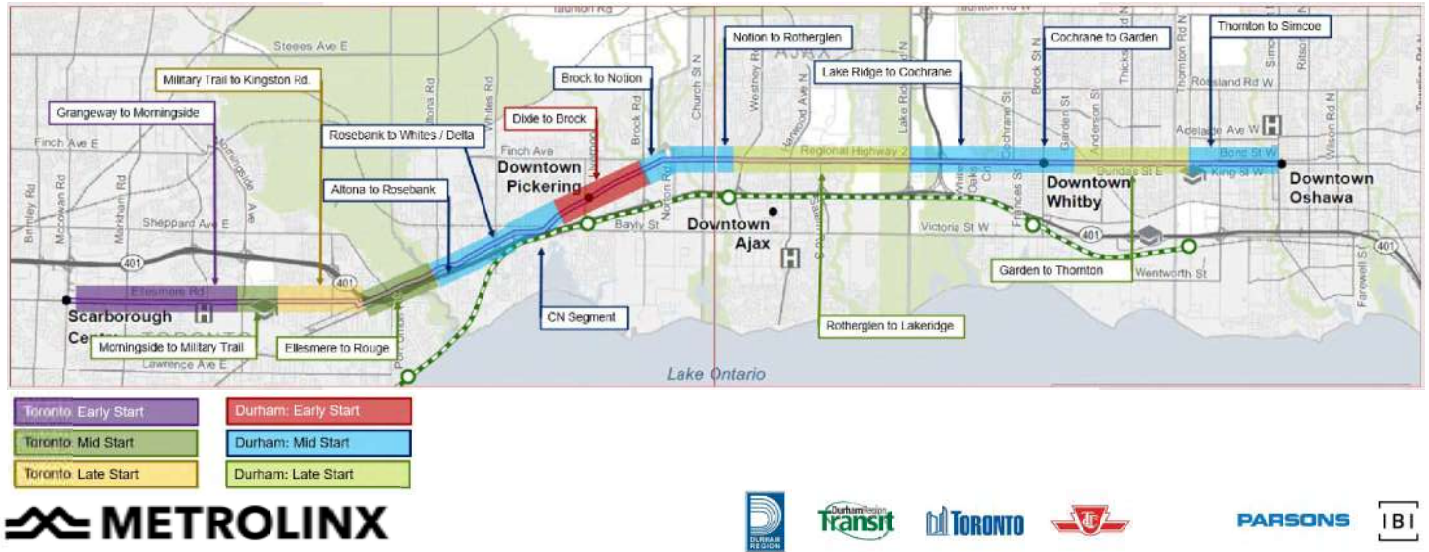
## PROPOSED CYCLING NETWORK





# Draft Implementation Strategy

- Subject to Federal approval of ICIP funding and TPAP approval, Durham Region plans to begin construction in specific areas in 2021/2022.
- In Toronto, construction would proceed when funding is available.
- Construction is planned to occur in phases. Quick wins and areas with existing congestion should be prioritized.



# Construction and Deliverability



- Curbside bus lanes have already been constructed in Pickering and Ajax. Since the road has been widened to accommodate the infrastructure, construction costs and duration will be minimized in these areas.
- Construction will depend on funding, property acquisition, permits and approvals.
- After this phase, the project will advance to detail design prior to construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.



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Preliminary Designs

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## DSBRT - PIC 3 - Ask a Question

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Do you have questions about the content presented as part of this public information centre? Submit them below. Or visit the [Contact Us](#) page to contact the project team.

## Frequently Asked Questions

### ↓ What is the status of the Durham-Scarborough Bus Rapid Transit project?

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.

Public Information Centre #3 started November 16, 2020 and provides an opportunity for everyone to review and comment on the preliminary design and the results of the available technical studies.

### ↓ How has COVID-19 impacted the project? Is public transit still needed?

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, demand for travel along the corridor will 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. The importance of transit has been echoed by the Province's recent actions, which declared transit as critical infrastructure.

### ↓ Which buses will use the dedicated transit lanes?

Durham Region Transit (DRT), Toronto Transit Commission (TTC) and GO Transit buses will be able use the dedicated lanes and stop and pick up people at the BRT stops. The Durham-Scarborough BRT is not a new bus service. This project builds on the existing DRT PULSE transit service which today runs between downtown Oshawa and the University of Toronto Scarborough Campus. The project will extend the DRT PULSE service over Scarborough Centre.

### ↓ How often will the buses run? (i.e., peak, all day service, etc.)

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. This service frequency is based on ridership forecasts developed for the year 2041.

### ↓ How much will it cost to ride the Bus Rapid Transit?

TTC, DRT and GO Transit buses will use the corridor, similar to how they do today. Any fare changes will be determined as the project advances.

### ↓ When will construction start? How long will it take to construct?

In Durham Region, construction in specific areas is planned to begin 2021/2022 subject to Federal approval and completion of the Transit Project Assessment Process.

In Toronto, construction would proceed when funding is available.

Construction is planned to occur in phases. Quick wins and areas with existing congestion should be prioritized.

### ↓ When will the Durham-Scarborough BRT be in operation?

The Preliminary Design Business Case and the Transit Project Assessment Process, including the preliminary design, is currently underway. When and if the project receives approvals and funding, construction timelines will be determined.

### ↓ **What is Bus Rapid Transit (BRT)?**

Bus Rapid Transit (BRT) is a bus-based transit system that provides fast, frequent, reliable, and cost-effective transit through the provision of dedicated bus-only lanes. Bus Rapid Transit can carry more people and has more frequent service than conventional bus service. Bus Rapid Transit is faster and less costly to build than rail-based transit.

### ↓ **Why can't we just expand or add to the current bus service?**

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.

### ↓ **When will I be contacted about property impacts?**

Property owners will be contacted once the design is more developed and funding for construction has been secured.

The project is currently in the preliminary design phase. The preliminary design will be refined based on stakeholder and public feedback. The Transit Project Assessment Process will formally begin in early 2021. Once the assessment process is complete, and the project receives approvals and funding, the project can advance to detail design.

Metrolinx is committed to engaging with impacted property owners to develop solutions that support businesses and citizens during construction and once the BRT corridor is operational.

NOTE: Conduct inconsistent with our [policies](#) will result in the removal of your submission.

Sort questions: [Date](#) [Popularity](#)

[Log in](#) or [register](#) to tell us your ideas | [Français](#)





## BRT Stop Design

Anonymous

Nov 16, 2020 - 20:06

My question (more of a concern than a question) is 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.

11 2



## BRT Stop Design

Metrolinx

Dec 2, 2020 - 14:48

When the design team considered level boarding platforms we did look at potential impacts on the speed of the buses approaching the stop. As the deployment of the ramp can add significant time, and we won't always know in advance how many times per trip it may need to be used, the minor loss of time to pull in slowly is more than offset by the quicker boarding times for all passengers and the reduction in trip time variability. Various measures, including metal plates along the platform edge, or special concrete precast elements have been successfully used to help guide buses at level boarding platforms.

The design team reviewed the experience in Montreal where this style of bus stop has been used on the Pie IX corridor. The sizing and placement of the platform openings will consider both existing and future bus fleets. While there are some variations between bus models, the door locations do not vary that significantly.

5 1



## BRT Stop at Rouge Park

Anonymous

Nov 17, 2020 - 13:00

Looking at the official stop placement, it seems like there isn't a stop located at Rouge Park between Port Union and Altoma. Is there any chance for a stop to be added at this location?

1 2



## BRT stop at Rouge Park

Metrolinx

Dec 2, 2020 - 14:52

The location of the bus stops considered several factors including existing ridership, transit connections, existing density, land use, proposed development, community services and major trip generators

The number of users of a stop at the Rouge Park is not expected to be very high, and the cost of an additional stop is not warranted. We are working with the TTC on planning for future services along this segment of the corridor and this may include a local bus service to augment the BRT, which could serve a stop at the park.


0 2

# ENGAGE

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## Preview your community's preliminary design


and fill out the survey to have your say.



| Segment                       | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------------|---|---|---|---|---|---|
| and traffic lanes             | 0 | 0 | 0 | 0 | 0 | 0 |
| of lanes including 200' lanes | 0 | 0 | 0 | 0 | 0 | 0 |

### Toronto & West Turn Around


Ellesmere Road from Grangeway Avenue to Kingston Road and Kingston Road to the Rouge Valley.



| Segment                       | 1 | 2 |
|-------------------------------|---|---|
| and traffic lanes             | 0 | 0 |
| of lanes including 200' lanes | 0 | 0 |

### Pickering


Kingston Road from Altona Road to Notion Road.



| Segment                       | 1 | 2 | 3 |
|-------------------------------|---|---|---|
| and traffic lanes             | 0 | 0 | 0 |
| of lanes including 200' lanes | 0 | 0 | 0 |

### Ajax


Kingston Road from Notion Road to Lake Ridge Road.



| Segment                       | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------------|---|---|---|---|---|---|
| and traffic lanes             | 0 | 0 | 0 | 0 | 0 | 0 |
| of lanes including 200' lanes | 0 | 0 | 0 | 0 | 0 | 0 |

### Whitby

Dundas Street from Lake Ridge Road to Thornton Road.



| Segment                       | 1 | 2 | 3 |
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| and traffic lanes             | 0 | 0 | 0 |
| of lanes including 200' lanes | 0 | 0 | 0 |

### Oshawa & East Turn Around

King Street from Thornton Road to Simcoe Street and Bond Street from King Street to Simcoe Street.



Submissions are closed.

## Toronto & West Turn Around

### Preliminary Design for City of Toronto

This page contains information on the preliminary design in the City of Toronto. Scroll down to watch a narrated overview of the preliminary design in Toronto or scroll through the [design drawings](#) at your own pace.

[Renderings](#) have been developed to show how the corridor would look in the future with BRT.



Ellesmere Road at Markham Road, looking west



Ellesmere Road east of Markham Road, looking west



Ellesmere Road at Neilson Road, looking west



Ellesmere Road east of Neilson Road, looking west



Ellesmere Road west of Muirbank Boulevard, looking west



| Segment                                   | 1 | 2 | 3* | 4* | 5   | 6 |
|---|---|---|----|----|-----|---|
| Existing lanes                            | 4 | 4 | 4  | 2  | 4   | 4 |
| Future proposed traffic lanes             | 4 | 4 | 4  | 2  | TBC | 4 |
| Total number of lanes including BRT lanes | 6 | 4 | 6  | 4  | TBC | 4 |

[Click image to enlarge](#)

Note that interim solutions may be implemented in segment 3 and 4 in advance of the ultimate design.

As part of the Scarborough Subway Extension, a new bus terminal is proposed. The terminal will accommodate GO, TTC and Durham Region Transit buses. This bus station will serve as the terminal for the Durham-Scarborough BRT service. The location and future routing of the terminal is still being determined.

Through public consultation, we received many suggestions to avoid routing buses through the intersection of Ellesmere Road and McCowan Road due to congestion.

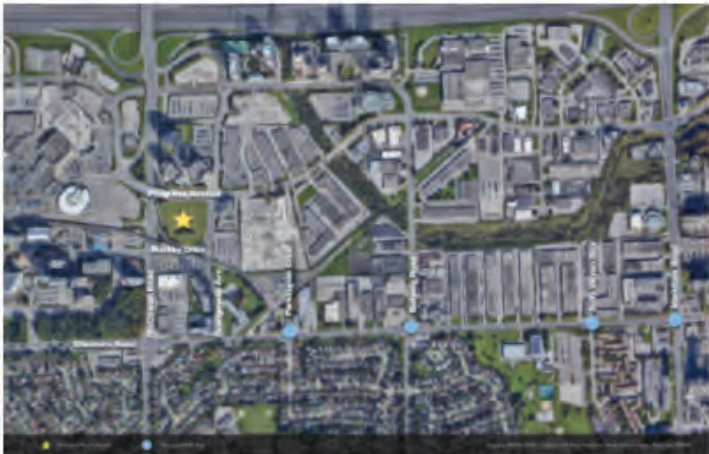
The recommended route for the Durham-Scarborough BRT service is:

**Westbound:**

Ellesmere Road » Grangeway Avenue » TTC Bus Terminal

**Eastbound:**

TTC Bus Terminal » Grangeway Avenue » Ellesmere Road



[View design drawings](#)

The preliminary design can also be viewed on the project's [interactive map](#).

Submissions are closed.



GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW

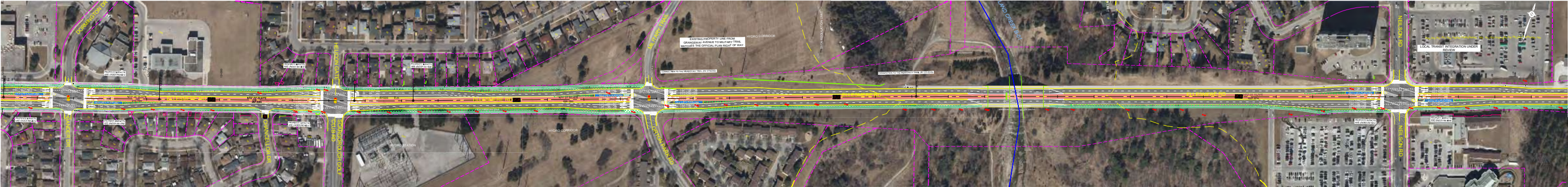


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## DSBRT - CITY OF TORONTO - ELLESMERE ROAD

## 1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

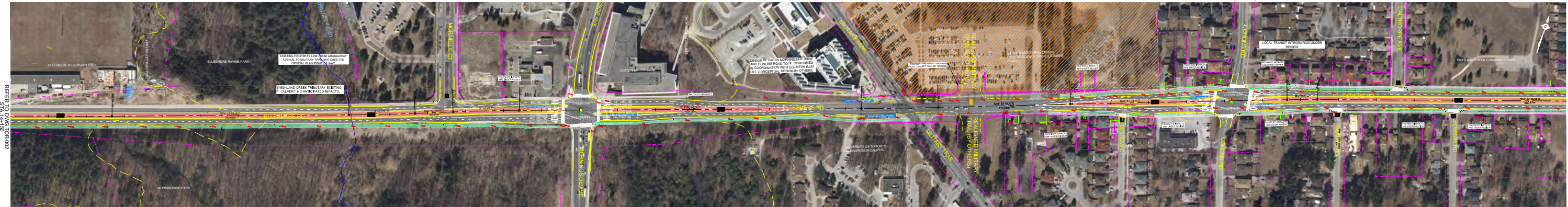
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DSBRT - CITY OF TORONTO - ELLESMERE ROAD

GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

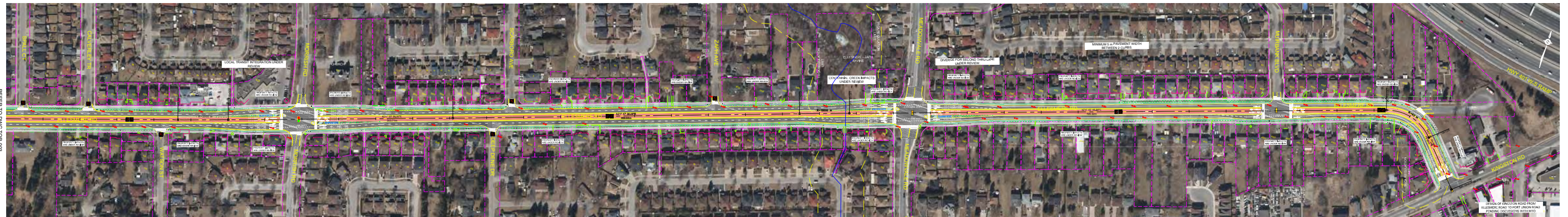
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| PROJECT NUMBER |                    | TOR-003                                  |  |
| DATE           |                    | 2023-10-10                               |  |
| DESIGNED BY    |                    | CH2M                                     |  |
| CHECKED BY     |                    | CH2M                                     |  |
| APPROVED BY    |                    | CH2M                                     |  |
| REVISIONS      |                    |  |  |
| NO.            | DESCRIPTION        | DATE                                     |  |
| 1              | ISSUED FOR COMMENT | 2023-10-10                               |  |
| 2              | REVISIONS          |  |  |
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## DSBRT - CITY OF TORONTO - ELLESMERE ROAD

1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

TOR-004

[illegible]

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Submissions are closed.

## Pickering

### Preliminary Design for City of Pickering

This page contains information on the preliminary design in the City of Pickering. Scroll down to watch a narrated overview of the preliminary design in Pickering or scroll through the [design drawings](#) at your own pace.

[Renderings](#) have been developed to show how the corridor would look in the future with BRT.



Kingston Road at Liverpool Road, looking southwest



Kingston Road east of Liverpool Road, looking southwest



Kingston Road at Glenanna Road, looking southwest



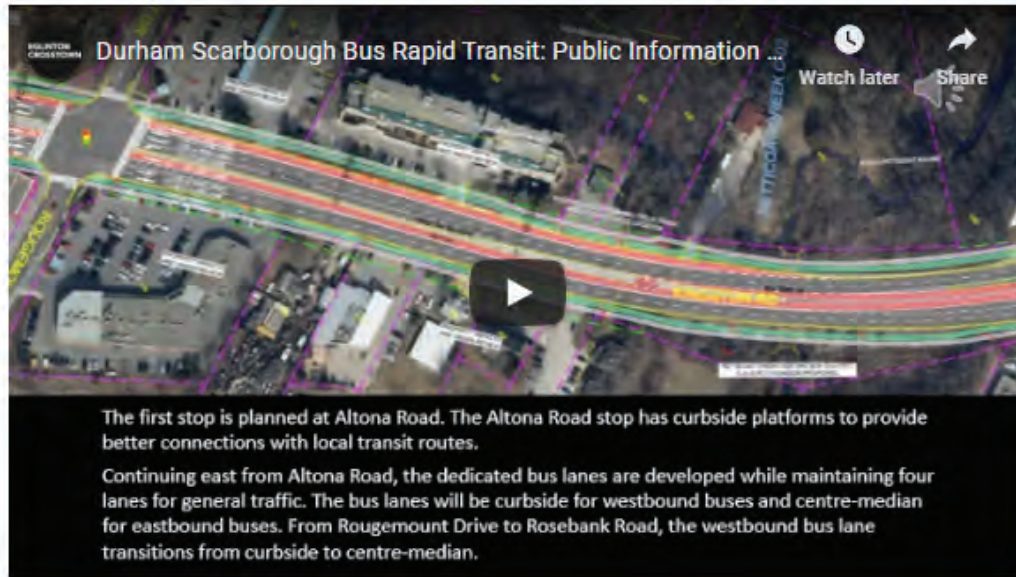
| Segment                                   | 1 |
|---|---|
| Existing lanes                            | 4 |
| Future proposed traffic lanes             | 4 |
| Total number of lanes including BRT lanes | 6 |

[Click image to enlarge](#)



[View design drawings](#)

The preliminary design can also be viewed on the project's [interactive map](#).



Submissions are closed.

GENERAL NOTES:

1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



PIK-001

[illegible]



GENERAL NOTES:

1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



STA. 54+300

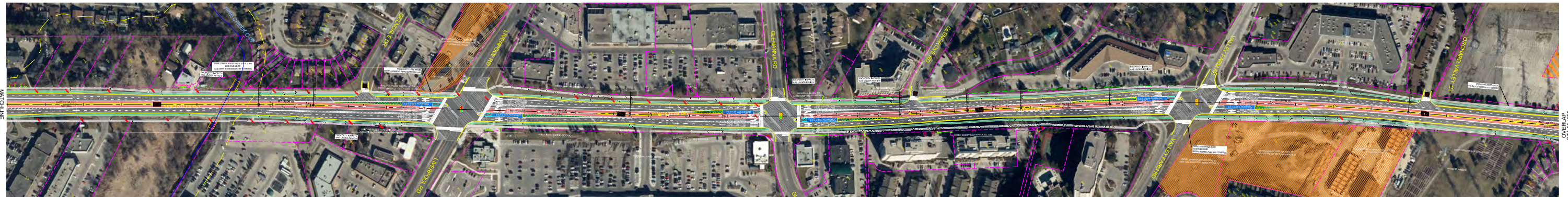
PIK-002

| REPORT DATES |   | DOC |   | REVISED |   | DATE OF |   | BY |    | TITLE |    | DATE OF |    | BY |    | TITLE |    | DATE OF |    | BY |    | TITLE |    |
|--------------|---|-----|---|---------|---|---------|---|----|----|-------|----|---------|----|----|----|-------|----|---------|----|----|----|-------|----|
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GENERAL NOTES:

1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW

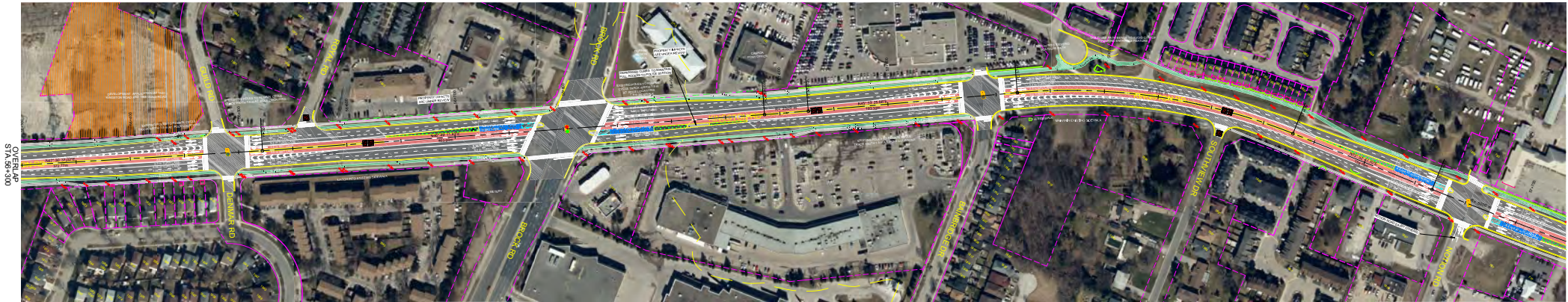


PIK-003

[illegible]

DSBRT - DURHAM REGION - CITY OF PICKERING - KINGSTON ROAD

GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTIONS UNDER REVIEW



OVERLAP  
S1A-05-00

OVERLAP  
REFER TO DWG A1A-001

CONCEPTUAL DESIGN - DRAFT FOR COMMENT

PIK-004

|           |            |    |                   |          |                          |          |                       |                     |            |    |                   |
|-----------|------------|----|-------------------|----------|--------------------------|----------|-----------------------|---------------------|------------|----|-------------------|
| REVISIONS |            |    |                   | LEGEND   |                          |          |                       | PROJECT INFORMATION |            |    |                   |
| NO.       | DATE       | BY | DESCRIPTION       | SYMBOL   | DESCRIPTION              | SYMBOL   | DESCRIPTION           | NO.                 | DATE       | BY | DESCRIPTION       |
| 1         | 2024-01-15 | JM | Initial Design    | [Symbol] | Proposed Rail Alignment  | [Symbol] | Proposed Station      | 1                   | 2024-01-15 | JM | Initial Design    |
| 2         | 2024-02-01 | JM | Revised Alignment | [Symbol] | Proposed Pedestrian Path | [Symbol] | Proposed Cycling Path | 2                   | 2024-02-01 | JM | Revised Alignment |
| 3         | 2024-02-15 | JM | Final Design      | [Symbol] | Proposed Land Use        | [Symbol] | Proposed Green Space  | 3                   | 2024-02-15 | JM | Final Design      |



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Preliminary Designs

Contact Us

Submissions are closed.

## Ajax

### Preliminary Design for Town of Ajax

This page contains information on the preliminary design in the Town of Ajax. Scroll down to watch a narrated overview of the preliminary design in Ajax or scroll through the [design drawings](#) at your own pace.

[Renderings](#) have been developed to show how the corridor would look in the future with BRT.



Kingston Road at Church Street, looking west



Kingston Road east of Church Street, looking west



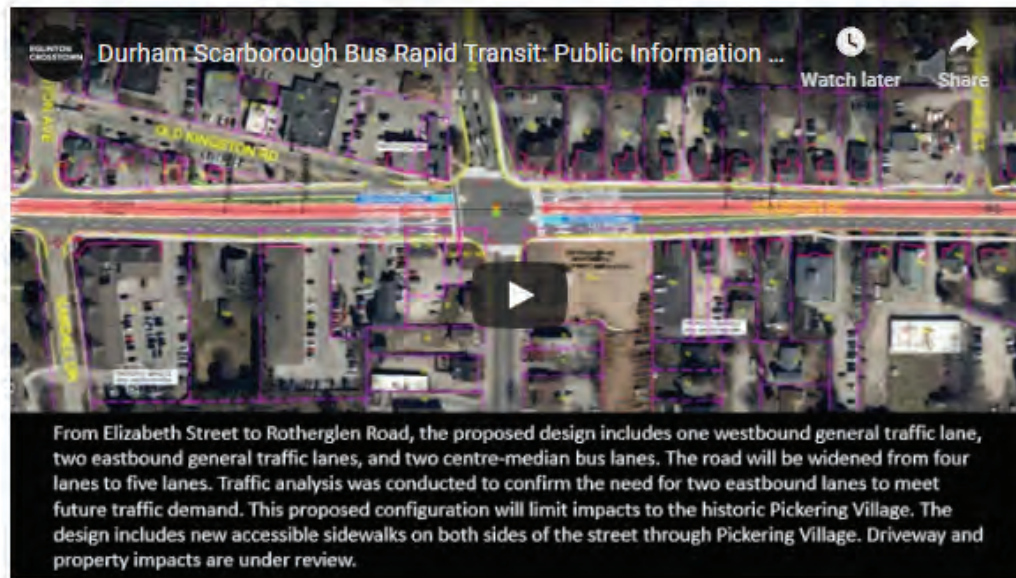
Kingston Road at Rotherglen Road, looking east



| Segment                                   | 1 | 2 | 3 |
|---|---|---|---|
| Existing lanes                            | 4 | 4 | 4 |
| Future proposed traffic lanes             | 4 | 3 | 4 |
| Total number of lanes including BRT lanes | 6 | 5 | 6 |

[Click image to enlarge](#)

The preliminary design can also be viewed on the project's [interactive map](#).

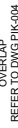


Let us know your thoughts on the preliminary design for the Town of Ajax by filling out the online survey below. The survey will remain open until Sunday, January 10, 2021.

Submissions are closed.



GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



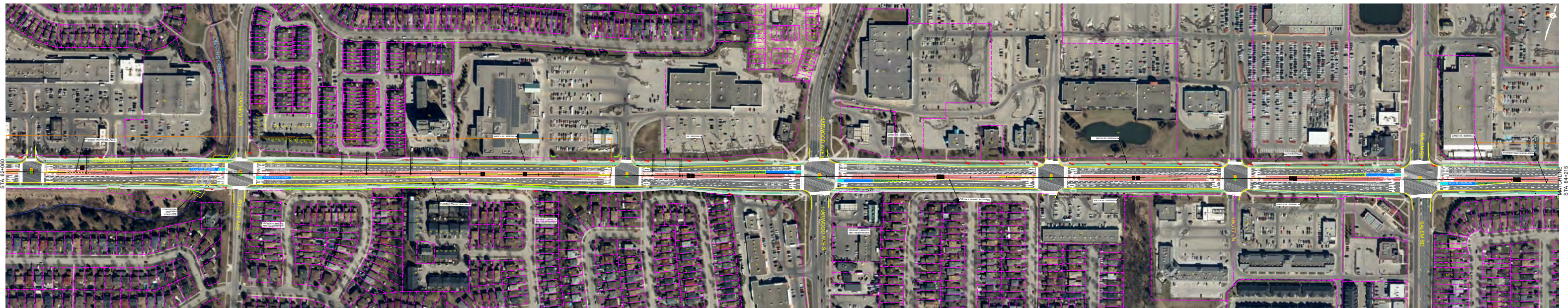
AJX-001

[illegible]



## DSBRT - DURHAM REGION - TOWN OF AJAX - KINGSTON ROAD

GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

AJX-002

[illegible]



GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



AJX-003

[illegible]



Submissions are closed.

## Whitby

### Preliminary Design for Town of Whitby

This page contains information on the preliminary design in the Town of Whitby. Scroll down to watch a narrated overview of the preliminary design in Whitby or scroll through the [design drawings](#) at your own pace.

[Renderings](#) have been developed to show how the corridor would look in the future with BRT.



Dundas Street at Annes Street / Cochrane Street, looking east



Dundas Street west of Annes Street / Cochrane Street, looking east



Dundas Street east of Byron Street, looking east

Transit Mall is proposed as part of this project for Downtown Whitby, along Dundas Street between Byron Street and Green / Perry Street. [Click to learn more about Transit Malls.](#)



[Click image to enlarge](#)

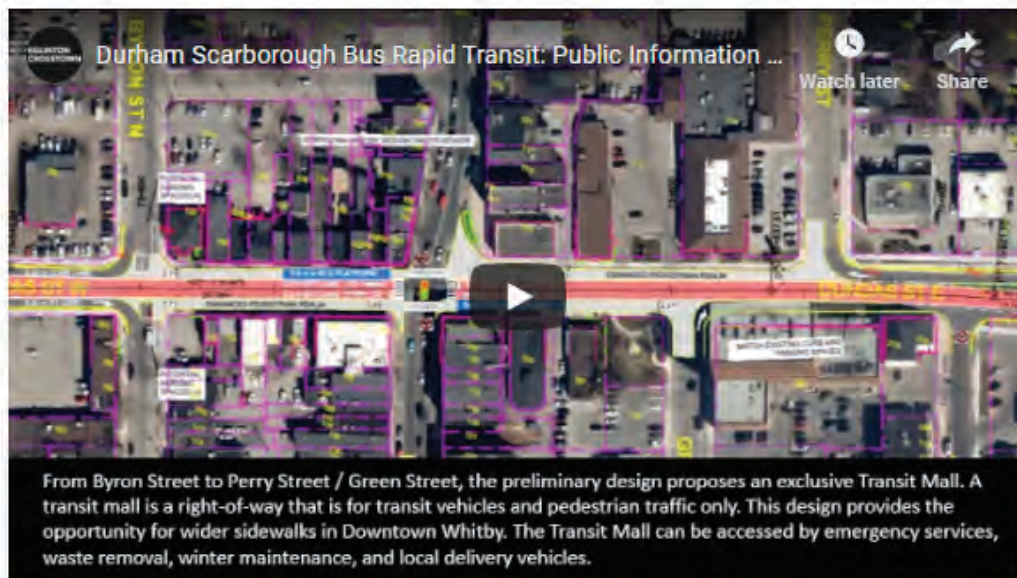
#### Whitby Q & A - Live Meeting

View a recording of the live event, read the questions asked and download the presentation materials.

[Learn more →](#)

[View design drawings](#)

The preliminary design can also be viewed on the project's [interactive map](#).



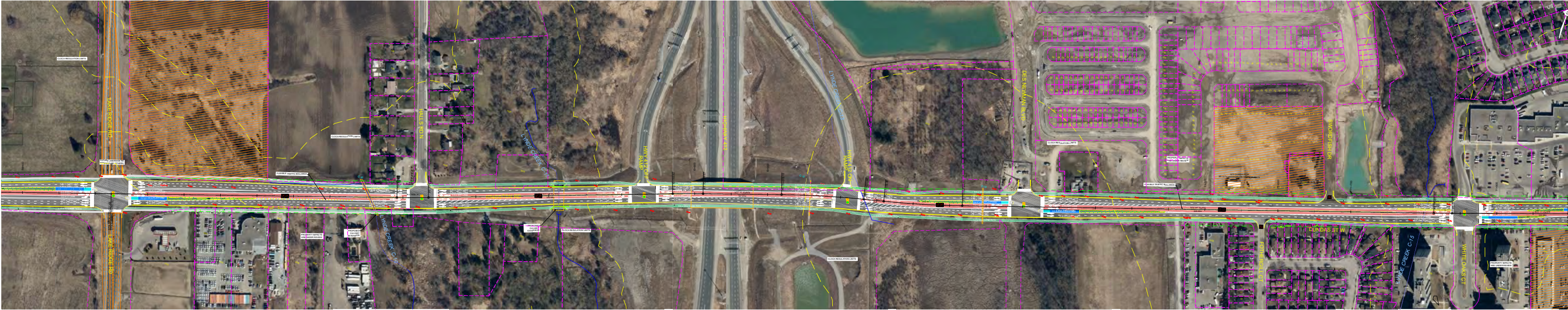
Let us know your thoughts on the preliminary design for the City of Whitby by filling out the online survey below. The survey will remain open until Sunday, January 10, 2021.

Submissions are closed.



DSBRT - DURHAM REGION - TOWN OF WHITBY - KINGSTON ROAD / DUNDAS STREET

1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



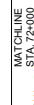
# CONCEPTUAL DESIGN - DRAFT FOR COMMENT

WHT-001

[illegible]



GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



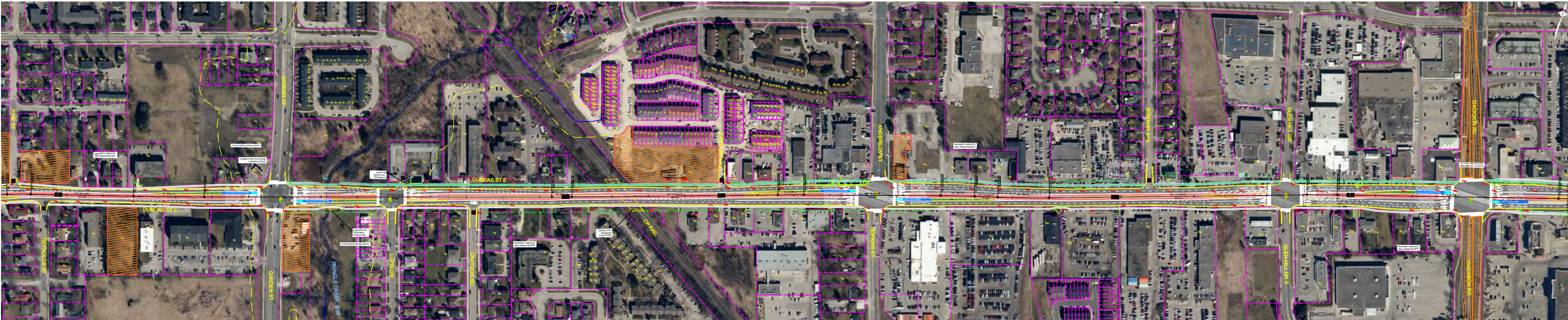
NHT-002

| STANDARD SYMBOLS |   |             |   |        |   |             |   |        |    | STANDARD SYMBOLS |    |        |    |             |    |        |    |             |    | STANDARD SYMBOLS |    |             |    |        |    |             |    |        |    | STANDARD SYMBOLS |    |        |    |             |    |        |    |             |    |
|------------------|---|-------------|---|--------|---|-------------|---|--------|----|------------------|----|--------|----|-------------|----|--------|----|-------------|----|------------------|----|-------------|----|--------|----|-------------|----|--------|----|------------------|----|--------|----|-------------|----|--------|----|-------------|----|
| SYMBOL           |   | DESCRIPTION |   | SYMBOL |   | DESCRIPTION |   | SYMBOL |    | DESCRIPTION      |    | SYMBOL |    | DESCRIPTION |    | SYMBOL |    | DESCRIPTION |    | SYMBOL           |    | DESCRIPTION |    | SYMBOL |    | DESCRIPTION |    | SYMBOL |    | DESCRIPTION      |    | SYMBOL |    | DESCRIPTION |    | SYMBOL |    | DESCRIPTION |    |
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| 1                | 2 | 3           | 4 | 5      | 6 | 7           | 8 | 9      | 10 | 11               | 12 | 13     | 14 | 15          | 16 | 17     | 18 | 19          | 20 | 21               | 22 | 23          | 24 | 25     | 26 | 27          | 28 | 29     | 30 | 31               | 32 | 33     | 34 | 35          | 36 | 37     | 38 | 39          | 40 |



DSBRT - DURHAM REGION - TOWN OF WHITBY - DUNDAS STREET

GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

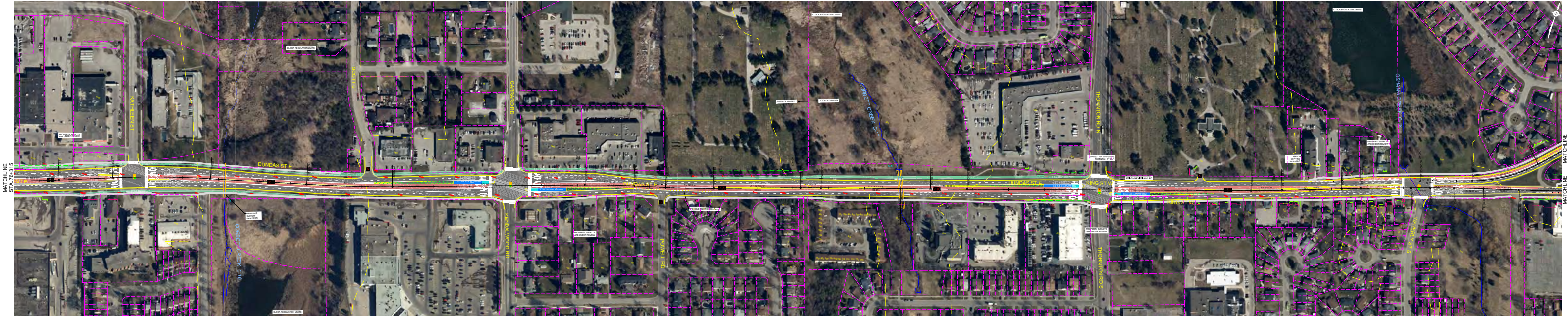
WHT-003

|   |                |                  |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
|---|----------------|------------------|------------------|--|---------|-----------------|--|------|----|-------|------------|----------|----------|--|-------|------|----|--------|------------|----------|
| <table><tr><td>PROJECT NAME</td><td>PROJECT NUMBER</td><td>PROJECT LOCATION</td></tr><tr><td>DSBRT - DURHAM REGION - TOWN OF WHITBY - DUNDAS STREET</td><td>WHT-003</td><td>WHITBY, ONTARIO</td></tr></table> | PROJECT NAME   | PROJECT NUMBER   | PROJECT LOCATION | DSBRT - DURHAM REGION - TOWN OF WHITBY - DUNDAS STREET | WHT-003 | WHITBY, ONTARIO | <table><tr><td>DATE</td><td>BY</td><td>APP'D</td></tr><tr><td>2024-01-10</td><td>J. SMITH</td><td>M. JONES</td></tr></table> | DATE | BY | APP'D | 2024-01-10 | J. SMITH | M. JONES | <table><tr><td>SCALE</td><td>DATE</td><td>BY</td></tr><tr><td>1:1000</td><td>2024-01-10</td><td>J. SMITH</td></tr></table> | SCALE | DATE | BY | 1:1000 | 2024-01-10 | J. SMITH |
| PROJECT NAME  | PROJECT NUMBER | PROJECT LOCATION |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
| DSBRT - DURHAM REGION - TOWN OF WHITBY - DUNDAS STREET  | WHT-003        | WHITBY, ONTARIO  |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
| DATE  | BY             | APP'D            |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
| 2024-01-10  | J. SMITH       | M. JONES         |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
| SCALE   | DATE           | BY               |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |
| 1:1000  | 2024-01-10     | J. SMITH         |                  |  |         |                 |  |      |    |       |            |          |          |  |       |      |    |        |            |          |



DSBRT - DURHAM REGION - TOWN OF WHITBY / CITY OF OSHAWA - DUNDAS STREET / KING STREET / BOND STREET

GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

WHT-004

|   |                |   |                                       |              |               |                |                  |                  |                   |               |
|---|----------------|---|---------------------------------------|--------------|---------------|----------------|------------------|------------------|-------------------|---------------|
| PROJECT NAME  | PROJECT NUMBER | PROJECT LOCATION                          | PROJECT STATUS                        | PROJECT DATE | PROJECT SCALE | PROJECT AUTHOR | PROJECT REVIEWER | PROJECT APPROVER | PROJECT SIGNATURE | PROJECT STAMP |
| DSBRT - DURHAM REGION - TOWN OF WHITBY / CITY OF OSHAWA - DUNDAS STREET / KING STREET / BOND STREET | WHT-004        | DUNDAS STREET / KING STREET / BOND STREET | CONCEPTUAL DESIGN - DRAFT FOR COMMENT | 2024-01-01   | 1:1000        | J. SMITH       | M. JONES         | K. BROWN         | [Signature]       | [Stamp]       |



# ENGAGE

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## Proposed Transit and Pedestrian Mall for Downtown Whitby

This page contains information on the proposed transit and pedestrian mall for Downtown Whitby between Byron Street and Green Street.



Dundas Street east of Byron Street, looking east

### What is a transit and pedestrian mall?

A transit and pedestrian mall reallocates road space from cars and traffic to pedestrians, public space and transit vehicles. General traffic is restricted from using the mall. Emergency services and other specific vehicles can use the mall for garbage collection, snow clearing, and deliveries to local businesses.

This allows the business community to expand and use the space. Transit and pedestrian malls have been used in other cities across North America to increase economic activity by encouraging more people to visit the area. Transit and pedestrian malls allow people to use the public space and could include space for restaurant patios and events like markets to create a more active place for people.

In Downtown Whitby, the pedestrian mall would convert the curb lanes into sidewalks and a pedestrian plaza on Dundas Street from Brock Street west to Byron, and from Brock Street east to Green/Perry. Currently the sidewalk is 1.2 to 2.0 m wide. By converting the existing curb lanes to sidewalks, approximately 4 metres (16 feet) can be added to the public realm along both the north and south sides of Dundas Street between Byron and Green/Perry. Brock Street would remain open to all north-south traffic.

### Examples of similar streets around North America

[Argyle Street in Halifax, NS](#)



[Dundas Place in London, ON](#)





## Examples of similar streets around North America

Argyle Street in Halifax, NS



This "shared street" uses a people-focused design for the road with wide public space to support local businesses. The pedestrian-first design enhances connections and attracts residents and tourists alike. Opened in 2017.

Dundas Place in London, ON



This "flex street" renewed one of the oldest streets in London into a vibrant place for people full of Instagram-worthy spaces and larger-scale events. Summer 2020 included "car free weekends" to create more space for the community and businesses. Opened in 2019.

Nicollet Transit and Pedestrian Mall in Minneapolis, MN



The first transit mall in the USA, Nicollet Avenue is closed to automobile traffic for 8 blocks. Nicollet hosts frequent bus transit and a pedestrian-oriented design with larger sidewalks and public places. Nicollet hosts a Makers Market, Downtown Street Art Festival, and regular musical performances. Opened in 1967.

Ithaca Commons in Ithaca, NY



This unique four-block pedestrian-only shopping area hosts events all year round, including the Apple Harvest Festival, the Winter Light Festival & Chowder Cook Off, and Summer Sidewalk Sales. Opened in 1975.

## Why is a transit and pedestrian mall being recommended for Downtown Whitby as part of the Durham-Scarborough Bus Rapid Transit project?

The proposed transit and pedestrian mall would improve the public realm with wider sidewalks for pedestrians and public events in Downtown Whitby, while also improving transit priority and connections across Whitby.

There would be changes to on-street parking and traffic patterns. Deliveries, waste removal and winter maintenance vehicles would have access to the pedestrian mall.

## How would traffic move through Downtown Whitby?

Analysis of 12 months of trip data (February 2019 to January 2020) found:

- 20% of trips begin and end outside Whitby. These longer distance trips could take other regional roads instead of Dundas Street.
- 46% of trips are medium distance trips within Whitby. These medium distance trips can take other regional and local roads within Whitby. Planned road network connections, including Manning to Adelaide at Garrard Road, and the recent Consumers Drive extension to Thornton Road, provide new route choices for drivers.

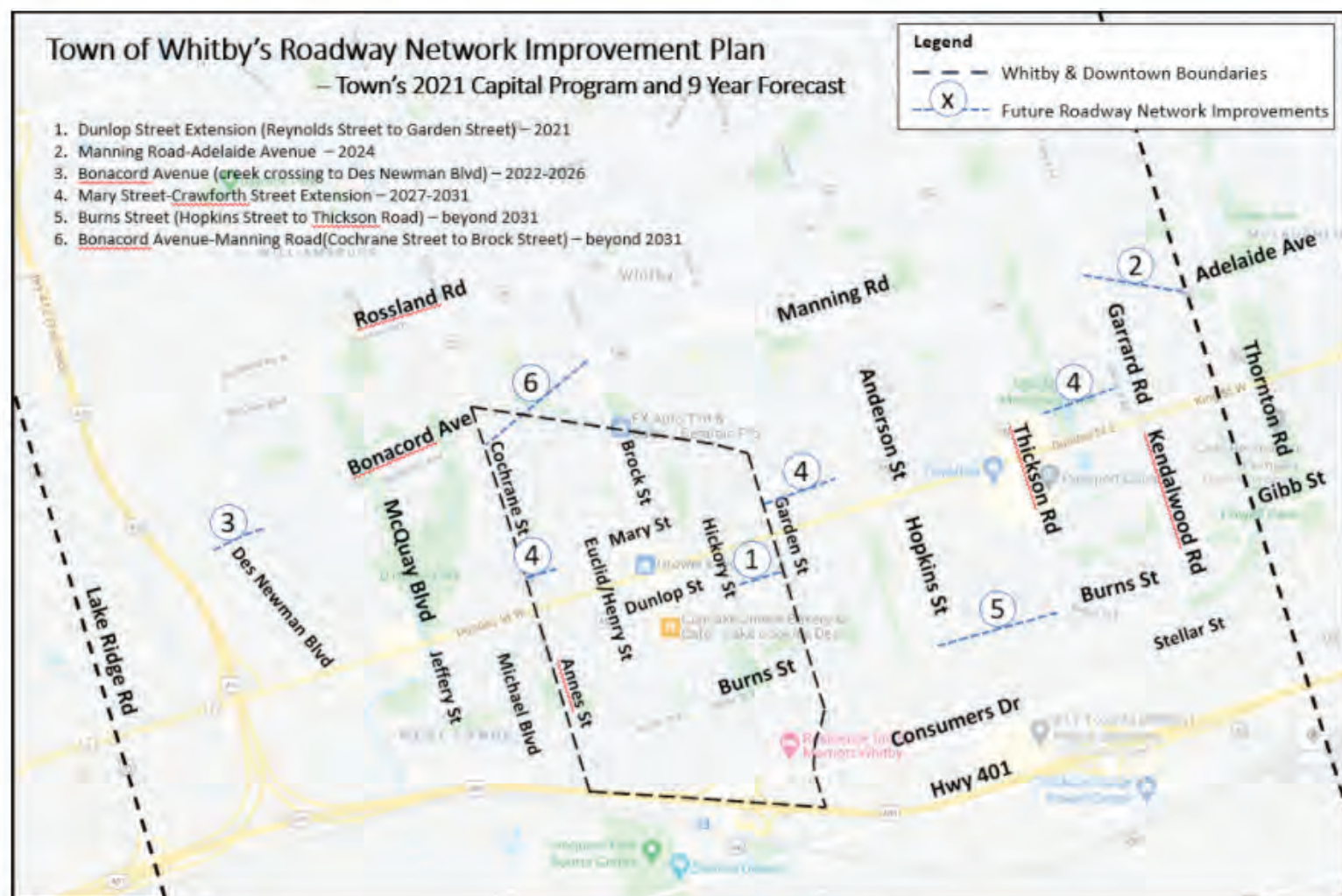


- 46% of trips are medium distance trips within Whitby. These medium distance trips can take other regional and local roads within Whitby. Planned road network connections, including Manning to Adelaide at Garrard Road, and the recent Consumers Drive extension to Thornton Road, provide new route choices for drivers.
- 34% of trips begin or end in Downtown Whitby. These local trips can take other local roads within Whitby. Planned road network connections, including the Dunlop Street extension, provide new route choices for drivers.



## Planned road network connections

The Town of Whitby and Durham Region have plans to make new connections in the road network. These connections will provide new route choices for drivers over the next 10 to 15 years. These connections were previously proposed by the Town and the Region and will be implemented separately from the BRT project. These connections are not required for the BRT to function but will assist traffic flow throughout Whitby.





## Evaluation of Downtown Whitby options

After receiving feedback from the second round of public consultation, the project team looked at other options to maintain transit priority while reducing the impact of the concerns raised. The pedestrian mall was raised as one option that would benefit transit operations and provide opportunities to improve the sidewalks and public realm along Dundas Street. The table below summarizes the key differences between three options: business as usual, curbside transit lanes (as recommended at PIC2) and a pedestrian mall (current recommendation).

|                                  | Business as Usual   | Curbside BRT  | Pedestrian Mall RECOMMENDED  |
|----------------------------------|---|---|--|
| <b>Description</b>               | <ul style="list-style-type: none"> <li>Continue to run buses in mixed traffic</li> <li>No opportunity for improved public realm</li> <li>Business deliveries and on-street parking remain</li> <li>Traffic congestion is expected to increase over time, also increasing delays to transit</li> </ul> | <ul style="list-style-type: none"> <li>Convert curb lanes to transit-only lanes</li> <li>Parking relocated to side streets</li> <li>Restrictions to curbside loading and unloading</li> <li>Transit delays due to turning vehicles and curbside activities</li> <li>Increases capacity for traffic in the downtown</li> </ul> | <ul style="list-style-type: none"> <li>Convert centre lanes to transit-only lanes; convert curb lanes to improved public realm</li> <li>Parking relocated to side streets</li> <li>Deliveries maintained</li> <li>Transit priority across Whitby</li> <li>Planned road network connections provide new route choices for drivers.</li> </ul> |
| <b>Public Realm</b>              | -<br>No potential to improve the public realm   | -<br>Perception that curbside bus lanes reduce walkability. No potential to improve the public realm.   | ✓✓<br>Potential to reimagine the street, increase pedestrian amenities and provide space for events and activities   |
| <b>Parking</b>                   | ✓<br>No change to on-street parking   | -<br>31 spaces moved from Dundas Street to local side streets   | -<br>31 spaces moved from Dundas Street to local side streets  |
| <b>Business Access</b>           | ✓✓<br>No change   | -<br>Storefront deliveries impacted (limited hours, service from rear or side streets)  | ✓<br>Deliveries allowed using public realm space   |
| <b>Traffic and Moving People</b> | -<br>Congestion and delays will continue to increase. Does not increase the people-carrying capacity of Dundas Street.  | ✓<br>Removal of parking and vehicle segregation will improve local traffic flows. Some increase to the people-carrying capacity of Dundas Street.   | -<br>Longer distance trips could take other regional roads. Planned road network connections provide new route choices for medium and local trips.   |
| <b>Transit Priority</b>          | -<br>No improvement in this segment of the corridor. Would result in a gap in the transit priority measures in Whitby, increasing delays and conflicts, and limiting improvements to transit reliability  | ✓<br>Some improvement but conflicts with right turns and deliveries is challenging. Would result in curbside transit lanes in central Whitby  | ✓✓<br>High degree of priority for transit users, encouraging greater transit usage. Supports centre-running transit lanes across Whitby improving transit reliability  |
| <b>Summary</b>                   | No impacts to parking or access. No improvement to public realm, traffic congestion or transit operations. Does not increase capacity to move people or encourage increased transit use.  | Impacts to parking and deliveries. No improvement to public realm. Some reduction of traffic congestion and some improvement to transit operations. Some increase in the capacity to move people and encourage transit use.   | Impacts to parking. Deliveries allowed using public realm space. Improvement to public realm. Changes to traffic patterns. Improvement to transit priority across Whitby. Increases capacity to move people and encourages increased transit use.  |



## Why the change from Curbside (4 lanes) to a pedestrian mall for Downtown Whitby?

In Fall 2019, at [Public Information Centre 2](#), the technically preferred solution was Curbside (4 Lanes). The solution:

- Converted the two curbside general traffic lanes to exclusive transit use,
- Relocated on-street parking from Dundas Street to side streets or municipal parking facilities,
- Did not change or improve the existing sidewalks,
- Had no impact on the adjacent buildings, minimizing impacts to cultural heritage resources and property, and
- Reduced capacity for general traffic and goods movement. Business deliveries would be restricted to either rear access, side street access or off-hour access.

We heard several concerns about the Curbside (4 Lanes) solution, including:

- Lack of improvement to the public realm in Downtown Whitby, particularly the lack of opportunity to widen sidewalks, with concerns for accessibility, pedestrian safety, and walkability,
- Loss of parking along Dundas Street is a major concern to local businesses,
- Restrictions to curbside loading and unloading,
- Reduced road capacity for cars and goods movement, and
- Delays to transit from right-turning traffic and curbside operations (waste removal, deliveries) reduces the overall benefit of transit investments through all of Whitby.

## Why can't we keep Dundas Street the way it is today?

The introduction of PULSE saw an immediate increase in transit ridership, demonstrating that higher order transit will be successful in encouraging more people to choose public transit for more of their trips. While no transit service will suit every trip for every person, the planned improvements will build on existing successes and help reduce the pressure on the corridor to carry more trips. The Durham-Scarborough BRT is not a new project, it builds on the existing Durham Region Transit (DRT) PULSE service and existing bus lanes. This transit service currently connects major destinations and communities across Durham Region and into the City of Toronto.

As Durham Region continues to grow over the next 20 years, dedicated bus lanes are required to maintain reliability of transit services and reduce conflicts and congestion with motor vehicles across the corridor. Today traffic congestion delays all road users but affects transit riders disproportionately. Transit trips are two to three times longer than equivalent car trips. Transit trips are also subject to much greater variability as minor delays become magnified by the very nature how public transit operates and often results in "bus bunching".

DRT and other transit agencies use various techniques to minimize these delays but cannot eliminate them unless the buses run on dedicated lanes where the impacts of traffic congestion can be removed.

## Is the transit mall design final?

The project is currently in the preliminary design stage. There will be more opportunities for consultation and design refinements before the preliminary design is completed, as well as during the detail design phase prior to construction. Metrolinx will continue to consult with stakeholders, including residents and business owners, to understand their needs and concerns.

## What is "bus bunching"?

When a bus is delayed, more people arrive at the downstream bus stops, increasing the amount of time needed to board those passengers. As the number of people on the bus increases, additional time is also needed for passengers to get to the doors to get off the bus, further increasing the delay. The delayed bus also slows down but the bus behind it does not. The reduced interval, or headway, between buses means that the second bus sees fewer passengers and has fewer delays from crowding on the bus. This variability causes buses to bunch together and requires that transit riders plan extra time into their schedules to account for the potential delays along the corridor.

## We want to hear from you.

Let us know your thoughts on the preliminary design for the Town of Whitby by filling out the online survey. The survey will remain open until Sunday, January 10, 2021.

You can also review the proposed design and leave comments using the [interactive map](#).



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Submissions are closed.

## Oshawa & East Turn Around

### Preliminary Design for City of Oshawa

This page contains information on the preliminary design in the City of Oshawa. Scroll down to watch a narrated overview of the preliminary design in Oshawa or scroll through the [design drawings](#) at your own pace.

[Renderings](#) have been developed to show how the corridor would look in the future with BRT.



Bond Street east of Stevenson Road, looking west



Bond Street at Park Road, looking southeast



Bond Street east of Park Road, looking west



| 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             |

[Click image to enlarge](#)

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 service is:

- Eastbound:**  
King Street » Ritson Road » William Street (layover location)
- Westbound:**  
Division Street » King Street » Ritson Street » Bond Street



This turnaround option will be further considered in consultation with Durham Region Transit and the City of Oshawa.

[View design drawings](#)

The preliminary design can also be viewed on the project's [interactive map](#).

Durham Scarborough Bus Rapid Transit: Public Information ...

Watch later

Share

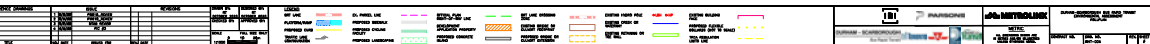
The first stop in Oshawa, at Thornton Road, will have platforms adjacent to the centre-running bus lanes. All transit platforms in Oshawa are proposed to be located at signalized intersections. The platforms are located at signalized intersections to provide a protected pedestrian crossing. The platforms will include a shelter to provide weather protection for transit riders.

Let us know your thoughts on the preliminary design for the City of Oshawa by filling out the online survey below. The survey will remain open until Sunday, January 10, 2021.

Submissions are closed.



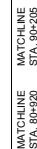
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NHT-004



GENERAL NOTES:  
1. CYCLING AND PEDESTRIAN TREATMENTS AT INTERSECTION UNDER REVIEW



OSH-001

| PROJECT STATUS |                | COSTS        |                | TIME         |              | LOCAL         |                       | AL. PERM. USE           |                           | STATE PERM. USE         |                         | FEDERAL PERM. USE       |                         | OTHER PERM. USE         |                         | TOTAL PERM. USE         |                         | TOTAL PERM. USE         |                         | TOTAL PERM. USE         |                         | TOTAL PERM. USE         |                         |
|----------------|----------------|--------------|----------------|--------------|--------------|---------------|-----------------------|-------------------------|---------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| PROJECT NAME   | PROJECT NUMBER | PROJECT TYPE | PROJECT STATUS | PROJECT COST | PROJECT TIME | PROJECT LOCAL | PROJECT AL. PERM. USE | PROJECT STATE PERM. USE | PROJECT FEDERAL PERM. USE | PROJECT OTHER PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE | PROJECT TOTAL PERM. USE |
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**METROLINX**

**Durham Scarborough Bus Rapid Transit  
Live Meeting @ 6:30 - 7:30 PM**

**Agenda****6:30-6:45PM:** Project Update & Overview**6:45-7:30PM:** Question and Answers**Presentation Materials**

Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

**Meet the Speakers****Mathieu Goetzke**Vice President, Planning -  
Metrolinx**David Hopper**Consultant Lead, Parsons/IBI  
Group**Susan Walsh**

Moderator

**Bill Holmes**General Manager, Durham  
Regional Transit

**ASK AND VOTE NOW!**

Q&A Polls

Ask the speaker

Type your question

**Popular** Recent 214 questions

**B** Business owner Jan 7, 2021 22

Why is this project needed through this corridor when there is proof that people are moving NORTH of 401 and of HWY 2?

**B** Business owner Jan 7, 2021 19

Why does don mitchell think Durham residence will abandon their cars to use transit?  
evidence is business are failing in a unsupported down

**Ask**

# Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions. Answers to questions not addressed will be posted after the event here [www.metrolinxengage.com/dsbrt](http://www.metrolinxengage.com/dsbrt). 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.

# Need Help?

[Video streaming issues](#)

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# Preliminary Design and EA/TPAP for the Durham-Scarborough Bus Rapid Transit Corridor

## Whitby Community Meeting



**PARSONS**

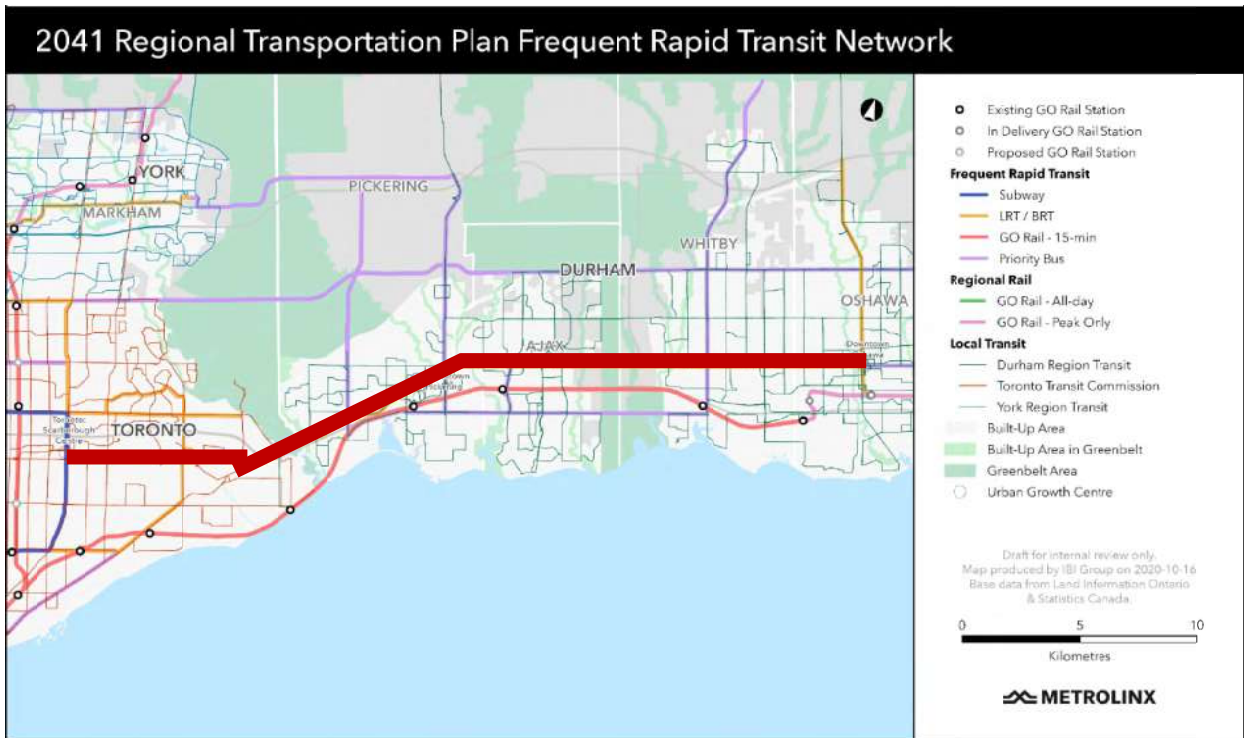
January 7, 2021

### Agenda

- |             |                              |
|-------------|------------------------------|
| 6:30 – 6:45 | Welcome and session overview |
| 6:45 – 7:15 | Project presentation         |
| 7:15 – 8:30 | Public feedback              |



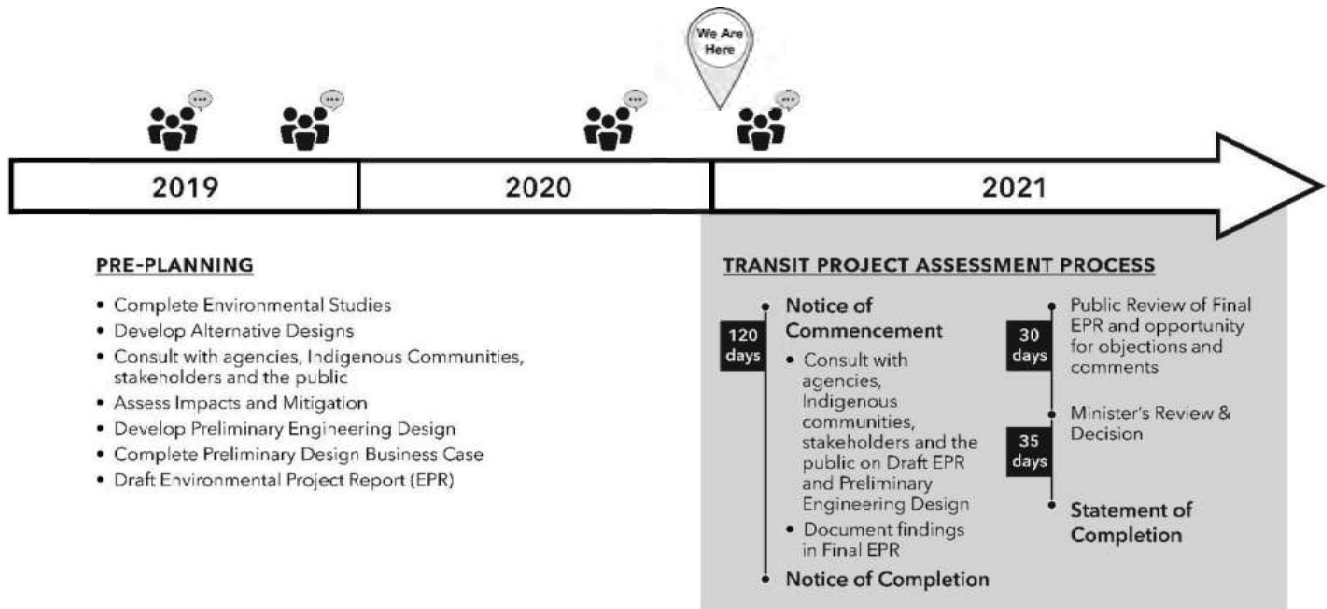
# 2041 Frequent Rapid Transit Network



## Study Area



# Timeline



## Bus Rapid Transit Service

- Transit service today: PULSE 900 bus every 7 to 10 minutes
- Transit service by 2041: bus every 5 minutes or less
- Plus, transit service improvements planned on Brock Street





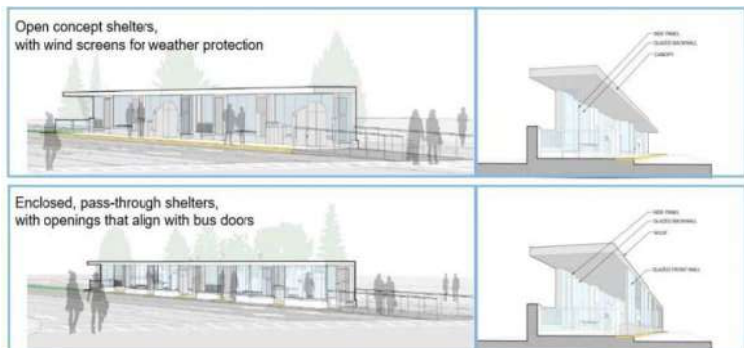
# Proposed Stop Locations

A total of 49 stops are proposed:



## Bus Rapid Transit Stop Design

- These renderings illustrate how the new shelters and platforms could look.
- Full level-boarding platforms (35 cm, 14") are under review for Durham Region centre stops.
- 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



# Downtown Whitby – Fall 2019 recommendation

## Study Area:

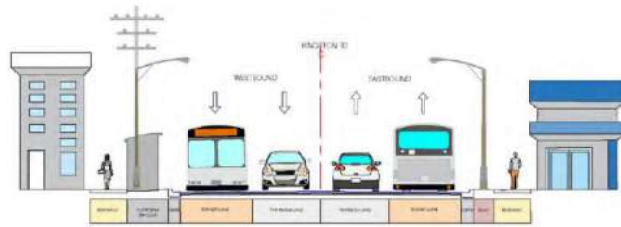


Key considerations for the Pickering Village pinch point are:

- High forecasted eastbound traffic volumes in 2041
- Numerous cultural heritage resources
- Future development and transportation network upgrades
- Buildings located close to the property line

## Technically Preferred Option: Curbside (4 Lanes)

Convert curbside general traffic lanes to dedicated transit lanes.



Cross-sections are conceptual

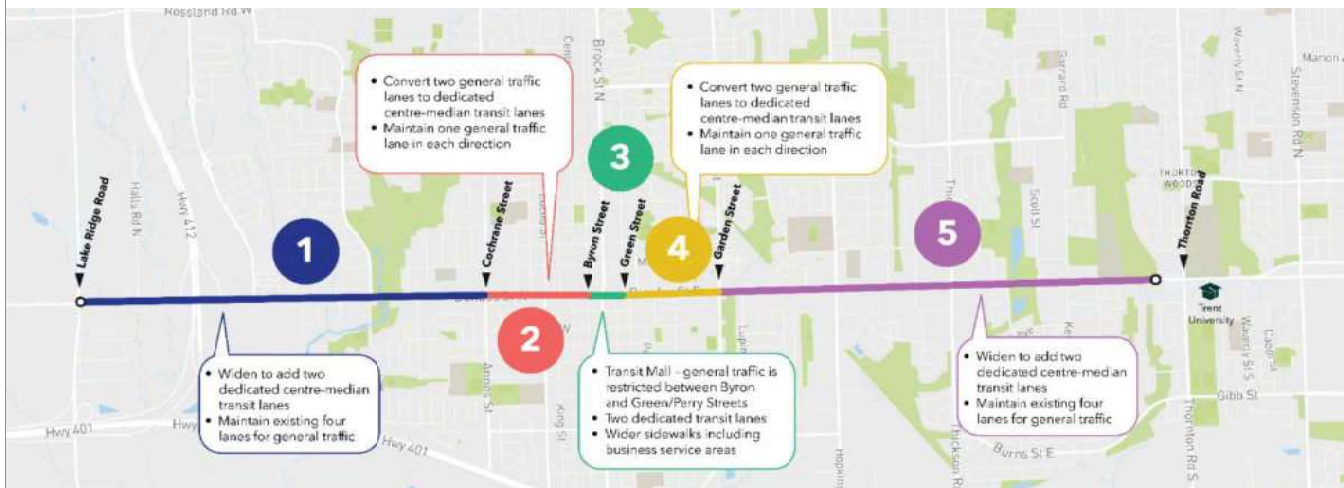
### Pros

- Provides priority for transit, improving speed, reliability, comfort and convenience
- Minimizes potential impacts to cultural heritage resources
- Supports future development and future transportation network upgrades

### Cons

- Reduces capacity for general traffic and goods movement, may not be suitable for afternoon eastbound traffic
- BRT shares curbside lane with local transit, resulting in delays and longer travel times

# Town of Whitby – Fall 2020 Recommendation



| Segment                                   | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Existing lanes                            | 4 | 4 | 4 | 4 | 4 |
| Future proposed traffic lanes             | 4 | 2 | 0 | 2 | 4 |
| Total number of lanes including BRT lanes | 6 | 4 | 2 | 4 | 6 |

## Downtown Whitby – Proposed Transit Mall Location



## Downtown Whitby – Proposed Transit Mall

### What is a Transit Mall?

Dedicated public right-of-way to pedestrians and transit vehicles:

- Close Dundas St to general traffic from Byron to Green/Perry
  - Some exceptions for garbage collection, snow clearing, emergency vehicles and deliveries to local businesses
  - No turns onto Dundas from Brock
- Convert 2 curb lanes to enhanced pedestrian realm
- Convert 2 traffic lanes to transit-only lanes from Byron to Green/Perry



## Transit Mall Example – Granville Mall Vancouver



## Transit Mall Examples

### Transit Mall Example

- Nicolette Mall, Minneapolis, MN
  - 12 blocks
  - Retail mix
  - Used for holiday parades
- State Street, Madison, WI
  - 4 blocks
  - Retail mix
  - Pedestrians and transit only
- Vehicles allowed
  - Emergency services
  - Municipal services
  - Local deliveries



# King Street Pilot Project



King Street Transit Priority Corridor



Curb Lane Café at Cibo



David Pecaut Square

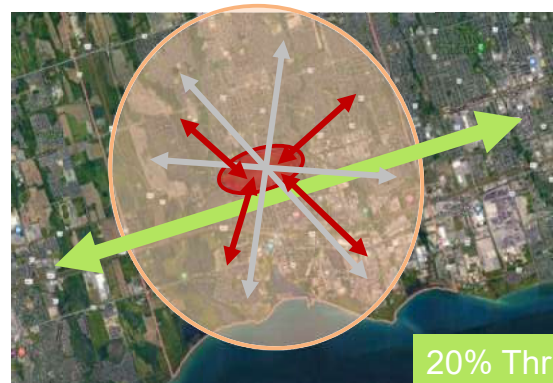


Jersey Barrier at TTC Stop

Source: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-street-pilot/>

## Whitby Transit Mall – Changes to Traffic Patterns

- Data analysed to understand:
  - Where trips start and end
  - What routes they take
- Streetlight data from Feb 2019 to Jan 2020:
  - Anonymized cell phone movements
  - AM peak (7 to 10 am), PM peak (4 to 7 pm), Monday to Thursday
- Preliminary findings of trips:
  - 20% begin and end outside Whitby
  - 46% are medium distance trips within Whitby
  - 34% begin or end in Downtown Whitby



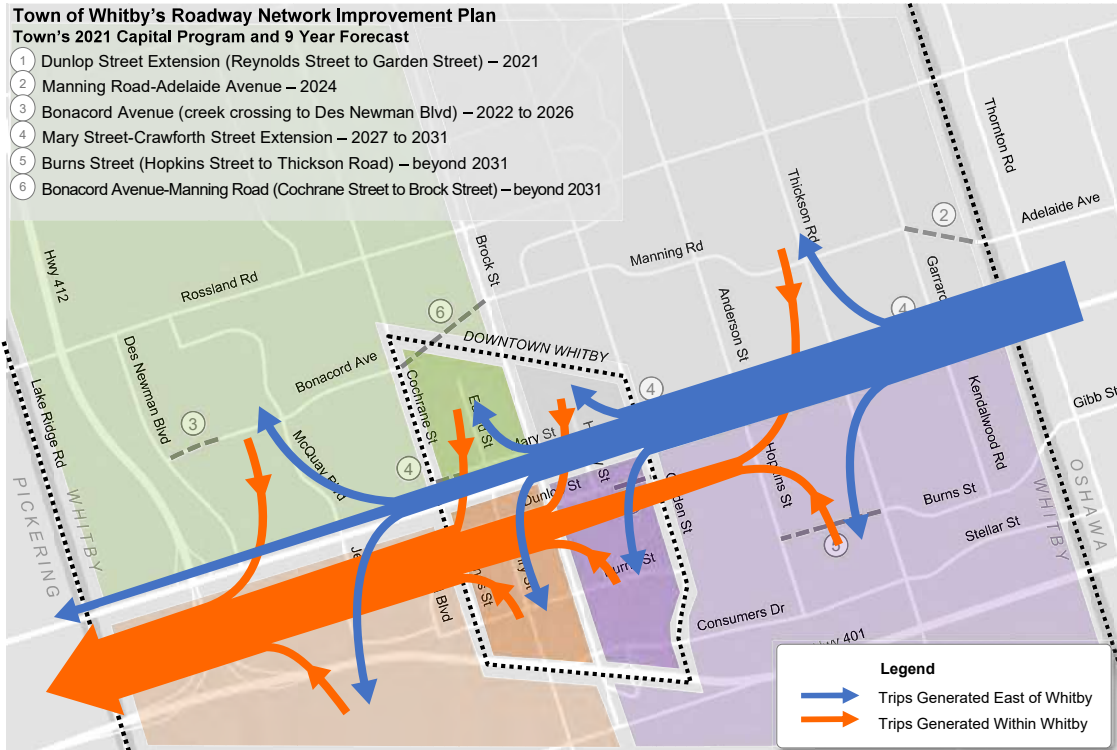
20% Thru

46% Within Whitby

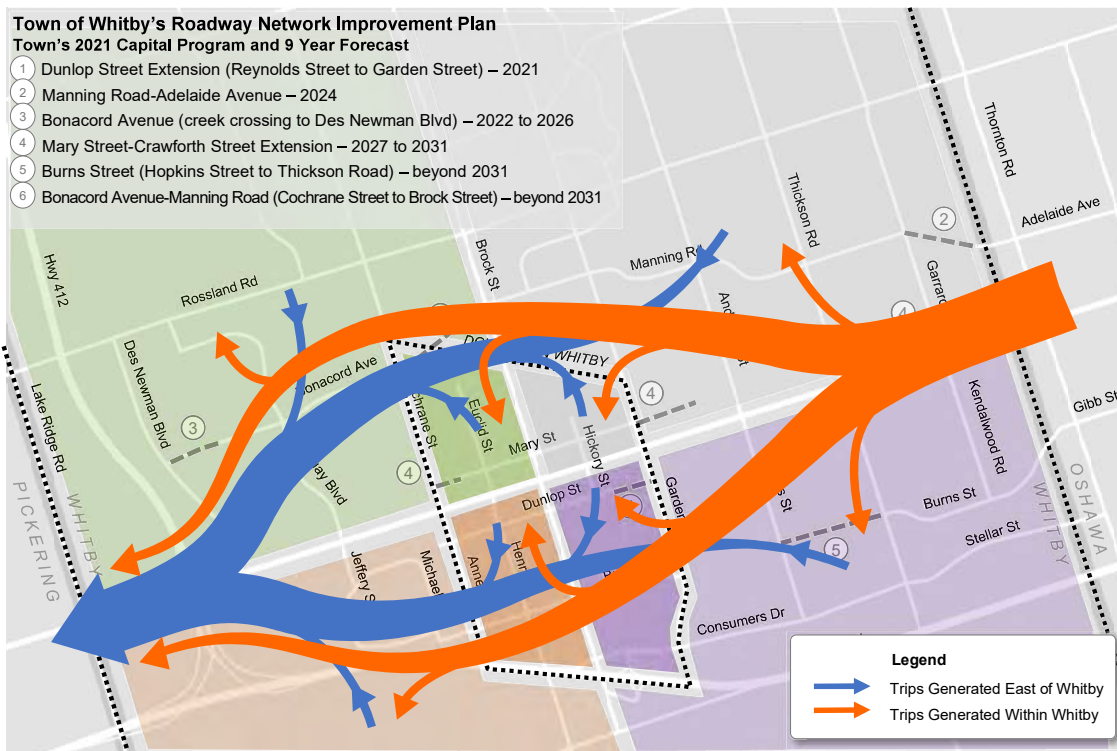
34% To/from Downtown



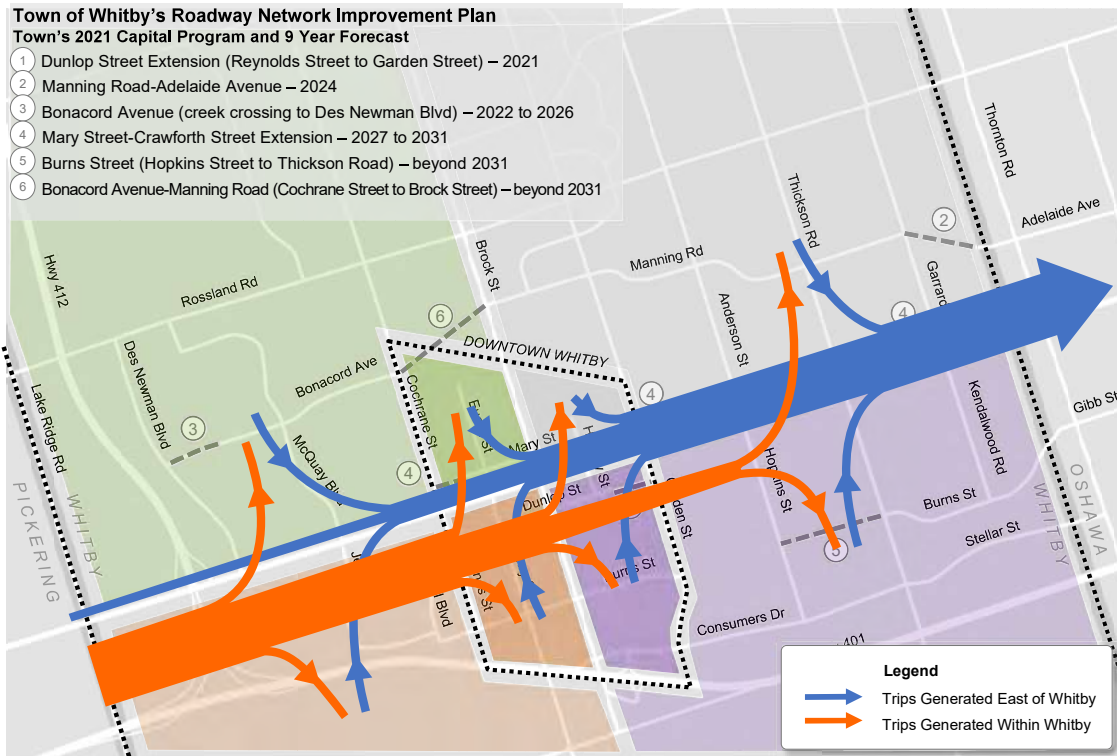
## AM Peak Hour (2041) Westbound Trips – No BRT



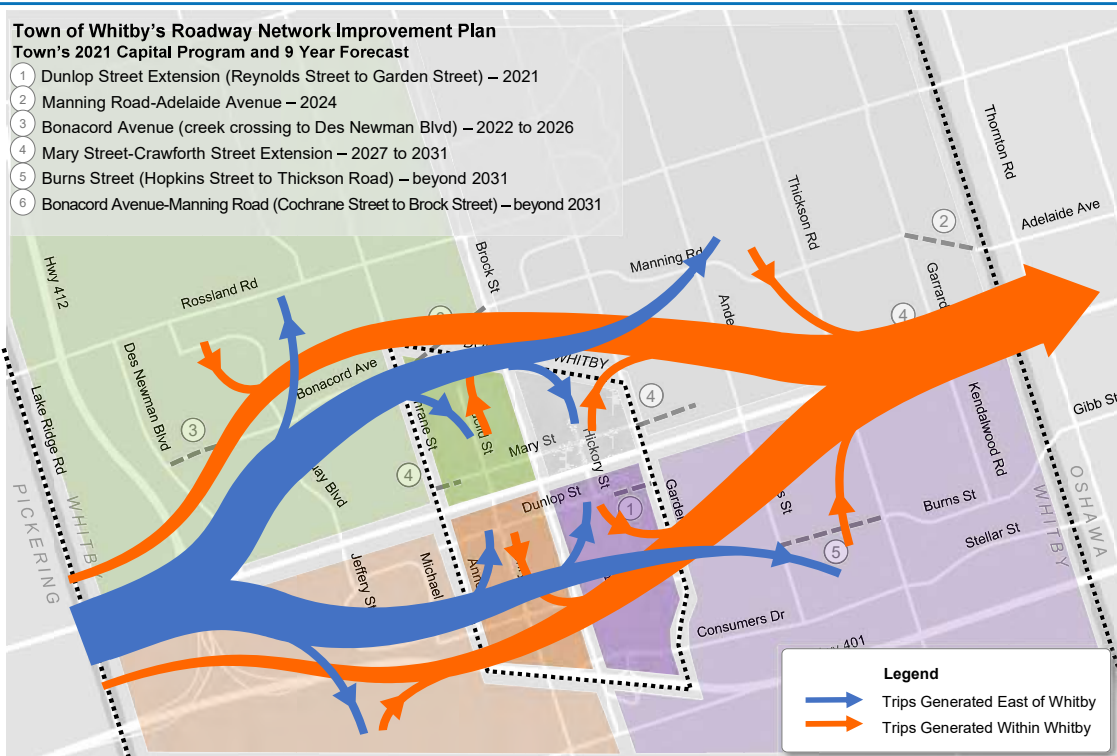
## AM Peak Hour (2041) Westbound Trips – BRT



## AM Peak Hour (2041) Eastbound Trips – No BRT



## AM Peak Hour (2041) Eastbound Trips – BRT



DRAFT

19

DRAFT

20

## Whitby Transit Mall – Changes to Truck Traffic

- Emergency services can use the transit lanes: police, fire, ambulance
- Some non-transit vehicles would be allowed on Dundas from Byron to Green/Perry, preferably midday or evening:
  - Garbage trucks
  - Snowplows
  - Trucks making local deliveries
- Delivery spaces can be designed for non-transit vehicles to stop safely without blocking pedestrians or transit vehicles.



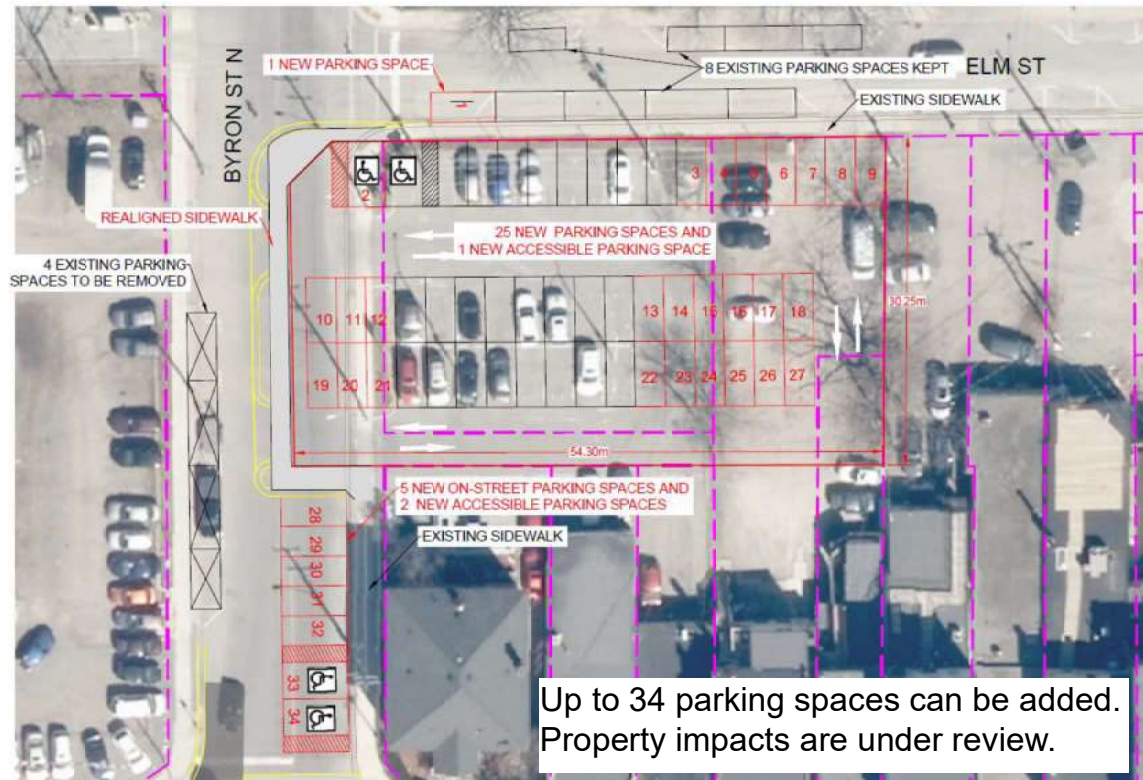
Granville Mall Vancouver

## Whitby Transit Mall – Changes to On-street Parking

- Currently 37 parking spaces on Dundas Street between Euclid/Henry and Ash/Athol
- Existing parking operations along Dundas are underutilized:
  - Peaks at 59% utilization
  - Most demand between Brock and Byron
- Wider sidewalks from Byron to Green/Perry will impact 14 spaces
- Dedicated transit lanes will impact 17 spaces
- With 31 of 37 spaces along Dundas Street removed, system wide on-street parking supply remains sufficient (85-90% utilization)
- Available parking opportunities nearby within 300 to 400 m



## Whitby Transit Mall – Potential Parking Solution



## Dundas Street, looking east from Byron, today



## Dundas Street, looking east from Byron, Transit Mall

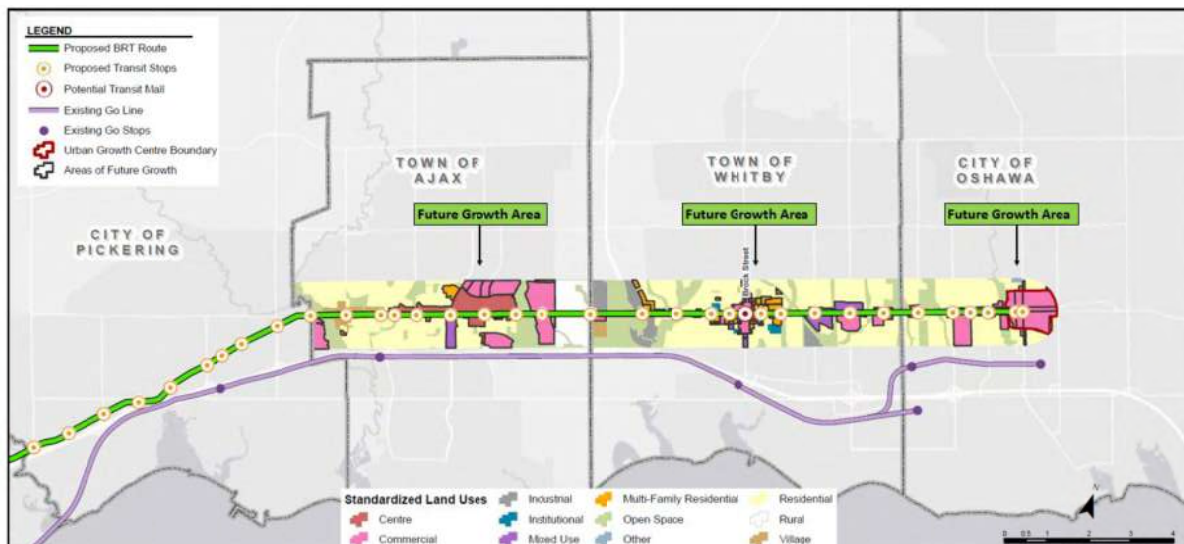


Rendering may not represent final design

## Growth Areas

Several stops are located in population and employment growth areas, which will expand the potential customer base. Growth areas:

- Ajax: Uptown Regional Centre, and the Midtown Corridor and surrounding area
- Whitby: Downtown Whitby and surrounding area
- Oshawa: Downtown Oshawa (Urban Growth Centre)







## Potential Mitigation Measures

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- Potential City or BIA-led initiatives to promote business activity:
  - Restaurant campaign, e.g. Ritual,
  - Public space / art competition
  - Add on-street parking spaces to side streets

## Implementation Strategy

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- Construction will occur in phases.
- Construction timing will depend on funding, property acquisition, permits and approvals.
- Areas with existing congestion should be prioritized.
- Durham Region plans to begin construction in specific areas in 2021/2022.
  - The existing curbside lanes already in place through Pickering and Ajax have been constructed to minimize additional construction costs. These will be converted to median lanes in the later stages of the project.

Questions?

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